

668



D^r California's Season of 1904 ✓

official
A. J. Keller Mali
H. A. Martin 2nd
C. H. Carlson 3rd
A. Nickols 4th
T. J. Edgson, B. Header.

Boat Steerer
J. D. Barros
L. Gomes
M. P. Ma.
J. Rodriguez
J. Tengalena
Fish cooper.
L. H. Herr Engineer
Baron. Sail Maker.
H. Budd. Steerer
J. Gomes. Cook.

2 days on 37 Men. all told
 got 1 man from A.H. making 38

Wednesday Dec. 3rd 1903
 Look. Trig 9³⁰ AM. Towed to light-
 ship 12³⁰ PM. Course S.W. by S. all sail
 Picked up matches 37. Men all told 3rd PM
 Light airs from the N.E. 5th PM light-
 N.W. winds fair. Lanes to the N.W. saw
 several small Sch. and. Bark some
 bound in and some bound out. 8th PM.
 light. N.W. winds lights in sight.

Thursday Dec. 3rd
 2⁵⁵ PM. 21' 58" 48" = 1186 666
 10' 36" 29" = 17' 55" 10' 9408
 27' 39" 18' 63" 10' 33350
 11' 8408 36' 22 403690
 12' 411' 24" 112' 03 495780
 8' 23 443 167' 31 495780
 15- 83' 45 912228
 120 45- 18' 36 2-30-47
 5- 13- 1/2 68-09 12 10' 22
 125-58 1/2 2 40' 25
 Comes in with light. N winds

Course S.W. all sail Noon some saw
 Sch. 3rd Course S.W. 1/2 E some sail
 5th PM course S. all sail

Friday Dec 4th
 10' 78' 42" = 17' 26" 108679
 27' 41" 10 103340
 11' 1623 17' 36 412425-
 2' 57' 57 34' 53 495639
 8' 18' 36 112' 11 9420023
 15- 164' 42 3' 07' 56
 120 30 1/2 83' 21 9' 59
 4 36 1/2 17' 36 2 57' 57
 124-36 1/2 64' 45-

Begins with Moderate E.S.E.
 winds heading S.W. Everything set. Noon
 the same heading by the wind S.W. by S.
 quite a swell Plenty of birds Bar-Rising
 slowly 7th PM course S.W. by S all sail
 fine weather High Bar.

Abashiri
 Share
 5040
 17 39
 23 30
 29 21
 35 12
 41 3
 47 24
 53 15
 59 6
 65 27
 71 18
 77 9
 83 0
 89 21
 95 12
 101 3
 107 24
 113 15
 119 6
 125 27
 131 18
 137 9
 143 0
 149 21
 155 12
 161 3
 167 24
 173 15
 179 6
 185 27
 191 18
 197 9
 203 0
 209 21
 215 12
 221 3
 227 24
 233 15
 239 6
 245 27
 251 18
 257 9
 263 0
 269 21
 275 12
 281 3
 287 24
 293 15
 299 6
 305 27
 311 18
 317 9
 323 0
 329 21
 335 12
 341 3
 347 24
 353 15
 359 6
 365 27
 371 18
 377 9
 383 0
 389 21
 395 12
 401 3
 407 24
 413 15
 419 6
 425 27
 431 18
 437 9
 443 0
 449 21
 455 12
 461 3
 467 24
 473 15
 479 6
 485 27
 491 18
 497 9
 503 0
 509 21
 515 12
 521 3
 527 24
 533 15
 539 6
 545 27
 551 18
 557 9
 563 0
 569 21
 575 12
 581 3
 587 24
 593 15
 599 6
 605 27
 611 18
 617 9
 623 0
 629 21
 635 12
 641 3
 647 24
 653 15
 659 6
 665 27
 671 18
 677 9
 683 0
 689 21
 695 12
 701 3
 707 24
 713 15
 719 6
 725 27
 731 18
 737 9
 743 0
 749 21
 755 12
 761 3
 767 24
 773 15
 779 6
 785 27
 791 18
 797 9
 803 0
 809 21
 815 12
 821 3
 827 24
 833 15
 839 6
 845 27
 851 18
 857 9
 863 0
 869 21
 875 12
 881 3
 887 24
 893 15
 899 6
 905 27
 911 18
 917 9
 923 0
 929 21
 935 12
 941 3
 947 24
 953 15
 959 6
 965 27
 971 18
 977 9
 983 0
 989 21
 995 12

4 Days out - Saturday Dec 5th
10 50 29 = 19 48
27 73

1908 ²⁰
29 ¹⁶⁰
1-11

11 48 12 33 08 107707
2 50 11 112 19 410403
8 28 01 165 25 494884
15-
120 7 1/4
62 44

22 15 41 100 160
2 40 2 40 1 013
22 18 31 51065-
90 1 00 9 39 90
112 19 21 5 65
9 34 35

27-74 Course in with fine E winds
Course S. by E. all sail Yoon Every thing
the same 3rd Ton High Bar Big swell
on. and course is the same

7th wind and weather the same Course S. by E

5 Days out - Sunday Dec 6th
2 50 Ton

12 18
57 18
113 5
2 32
1 037
3-
22 26 01 5 185-
90 5 7 9 15 30
112 24 58 5 18
9 10 12

10 49 02 = 22 10
27 45 1 0
22 10 107064
11 16 47 31 48 103423
2 41 11 112 27 4 07337
8 35 36 166 25 94196
15-
120 83 1 2 94 2020

22 23 29
2 32
22 26 01 5 185-
90 5 7 9 15 30
112 24 58 5 18
9 10 12

128 43 22 10 = 2 50 20 with light.
61 02 2 51 17

128 34 61 02 2 51 17 Course S. by E.
Every thing set Yoon wind and
weather the same course the
same Big swell on. 3rd Ton Every thing
the same Course the same

6 Days out - Monday Dec 7th
3 03 Ton

18 18
9 3
106 0
6 36 0

11 09 07 = 20 82
27 47 10
11 36 54 20 42 106618 Course
2 34 42 30 50 103454
8 42 12 112 33 47 41 75 in with
164 03 49 4821 light
82 02 9 18 56 8
20 42 3 04 26
61 20 2 54 42

22 30 57 2 42 106 0
2 42 6 36 0
22 33 33 33 8 50 16
90 5 4 6 36
112 32 39 8 43 80

120 30
10 33
130 33
700 wind and weather the same
3rd Ton light 7 E winds quite swell
Bar High 8th Light and from SW
Course the same

7th 2⁵⁴ Pm Sunday Dec 8th 1903

$$\begin{array}{r} 11'40.35 - 22'35 - \\ 27'51 \\ \hline 11'28.25 - 22'43 - \\ 246'11 \\ \hline 842'14 \end{array}$$

$$\begin{array}{r} 22'43 - 0'06409 \\ 30'22 0'03496 \\ 112'41 4'09202 \\ 163'48 4'93819 \\ \hline 82'54 9'13926 \\ 22'43 - 2'5429 \\ \hline 60'09 \end{array}$$

$$\begin{array}{r} 0'06409 \\ 0'03496 \\ 4'09202 \\ 4'93819 \\ \hline 9'13926 \\ 2'5429 \\ \hline 8'18 \end{array}$$

$$\begin{array}{r} 22'37.46 - 17' \\ 2'53 \\ \hline 22'40 19 1'081 \\ 90 3'5 648'6 \\ \hline 112'41 00 8'24'47 \\ 648'6 \end{array}$$

$$\begin{array}{r} 120 30 \\ 10 3 1/2 \\ \hline 130 33 1/2 \end{array}$$

 The 7th course 173-47
 S. H. by 8 Everything set that will
 draw from the wind then 7th 8th air from
 the 7th course the same Bar falling a
 little 8th Pm Calm

8th 3¹⁰ Pm Wednesday Dec 9th

$$\begin{array}{r} 11'12.05 - 21'30 \\ 27'52 \\ \hline 11'39.57 \\ 253'43 \\ \hline 844'14 \end{array}$$

$$\begin{array}{r} 21'40 0'06174 \\ 29'50 0'03527 \\ 112'47 4'13630 \\ 164'17 4'93955 \\ \hline 82'08 9'17286 \\ 21'40 9'17286 \\ \hline 60'28 \end{array}$$

$$\begin{array}{r} 22'44'13 - 2'24 \\ 22'46'39 \\ 90 41 7'58'27 \\ 112'47'17 6'6 \\ \hline 7'51'66 \end{array}$$

$$\begin{array}{r} 120 30 \\ 11 3 1/2 \\ \hline 131-33 1/2 \end{array}$$

 This 2'53'43 day Begins
 with light air from the 7th
 course Sh by 8 all sail from
 wind from 7th 8th Pm wind
 and weather the same Course
 the same 8th light 7th 8th winds course
 the same

9th 3¹⁰ Pm Thursday Dec 10th

$$\begin{array}{r} 11'22.58 - 20'49 \\ 27'54 \\ \hline 11'50'52 \\ 301'09 \\ \hline 849'43 \end{array}$$

$$\begin{array}{r} 20'59 0'05881 \\ 29'09 10'03560 \\ 112'53 4'16970 \\ 163'01 9'39977 \\ \hline 81'30 9'20388 \\ 20'59 3'0834 \\ \hline 60'31 \end{array}$$

$$\begin{array}{r} 22'50'17 - 2'15 \\ 22'52'32 7'31'55 \\ 90 43 6'73 \\ 122'53'17 7'2488 \end{array}$$

$$\begin{array}{r} 120 13 3/4 \\ 12 10 1/4 \\ \hline 132 25 3/4 \end{array}$$

 This day 22'50'17
 Comes in 22'52'32 7'31'55
 with 122'53'17 7'2488
 light air
 from the 7th course
 Sh by 8 all sail set
 That will draw from the same
 water is a line with jelly fish
 3rd Birds jelly fish Bright-Eyed
 8th light air from the 7th &
 Course some fine weather
 Not much wind from Murray
 Man laid up Jess & Beans

10 Friday Dec 11th 18

11.22.47 = 21.29.30
27.34
11.30.43 21.39.05
11.38.31 28.47.41
8.3.2.12 11.2.58 493775
16327919033
81.42
21.39 = 3.03.29
60.03 2.58.31
22.58.53 = 11.17
1.57
22.57.49
90.39
1140
6840
120.3
133.03
7-04.43
684
6.37.59

with light 7th winds come S.W. by S
under everything that will draw
from wind and weather the same
come the same Bar High 3rd from
light air from the N. heading
S.W. by S. from a come 8th light air
from the N.E. Bar High

11. Saturday Dec 12th 18

This day comes in
with calm all
The forenoon
and 7th wind
3rd the same
Lat 28.36 at Noon. Plenty of life in
the water but no schools in sight.
long passage but fine weather to
do our night so for 8th same

12 8th P.M. Sunday Dec 13th 18

11.27.20 = 22.10.05
28.01 28.15.03
11.55.31 11.30.8 4155.96
25.7.31 16333 4935.77
15.7.30 81.469 183.21
120 14 1/2 28.9.36 = 3.03.53
134.22 1/2 2.37.51
23.05.40 =
1.39
23.07.19 6.08.88
90.07.32 704
113.07.32 6.01.84
Comes in with
light S.W. winds
heading to the N.

Royal Turtled. rain squalls from heading
N. S.W. light winds and cloudy High Bar
8th from the same 8th light 8 winds
heading to the S.W.

13th day. Monday Dec 14th 1903 1188
 8⁰⁰ T.M. 23 09 53 1188
 11 30 03 = 22 24 10
 28 03 10 33 41
 11 3 8 06 22 37 103 66 2
 2 3 7 13 27 50 41 5 42 1
 9 0 0 5 11 3 12 49 3 41 2
 13 16 3 36 9 11 78 35
 135 = 12 3/4 81 48 = 3-02-48
 22 34 5-33 corn in milk
 5-9 17 2 57 15 light S. winds

Heading N. & E. all sail that will draw
 Noon heading S. & E. close hauled with
 S. & E. winds fine weather to do the
 work not bad about making passage
 3⁰⁰ P.M. Every thing the same heading
 the same 8⁰⁰ Calm

14 Tuesday Dec 15th 81
 11 40 45 = 21 16 3⁰⁰ P.M. 23 13 38 1.202
 38 05 18 21 7 2 12
 12 0 8 30 21 26 23 1 45 9 5 11 8 4
 3 0 5 27 25 44 9 2 7 5 36 7 21
 9 0 3 23 11 3 13 113 175 36 5-04 63
 15 16 2 25 8 5 4 49
 135 43 3 81 12 0 3 6 7 8 = 8-10-32
 3 3/4 21 26 4 18 46 3 5-03
 135 50 3/4 5-9 46 49 36 50 3 05 27
 9 2 1 2 3 3

This day Begins with light S. winds
 heading to the N. under all prudent
 sail Noon heading N by N Squalls
 all Round 3⁰⁰ P.M. Every thing the
 same heading the same
 Jess Blean laid off Breen
 sick sun bearing 100° S by 8 Man
 for Murrey 8⁰⁰ heading to the
 S with little rain squalls
 High Bar.

15-

Wednesday Dec 16th 1908

11' 35' 16 = 23' 16'

3⁰² 100

23' 16' 56 = 1213

$$\begin{array}{r} 11' 35' 16 \\ 28' 07 \\ \hline 12' 03' 23 \end{array}$$

$$\begin{array}{r} 12' 03' 23 \\ 2' 56' 16 \\ \hline 14' 59' 39 \end{array}$$

$$\begin{array}{r} 14' 59' 39 \\ 9' 07' 07 \\ \hline 24' 06' 46 \end{array}$$

$$\begin{array}{r} 24' 06' 46 \\ 1' 35' \\ \hline 25' 41' 51 \end{array}$$

$$\begin{array}{r} 25' 41' 51 \\ 136' 46' 3 \\ \hline 138' 58' 54 \end{array}$$

$$\begin{array}{r} 138' 58' 54 \\ 1' 35' \\ \hline 140' 33' 54 \end{array}$$

$$\begin{array}{r} 140' 33' 54 \\ 1' 35' \\ \hline 142' 08' 54 \end{array}$$

$$\begin{array}{r} 142' 08' 54 \\ 1' 35' \\ \hline 143' 43' 54 \end{array}$$

$$\begin{array}{r} 143' 43' 54 \\ 1' 35' \\ \hline 145' 18' 54 \end{array}$$

$$\begin{array}{r} 145' 18' 54 \\ 1' 35' \\ \hline 146' 53' 54 \end{array}$$

$$\begin{array}{r} 146' 53' 54 \\ 1' 35' \\ \hline 148' 28' 54 \end{array}$$

$$\begin{array}{r} 148' 28' 54 \\ 1' 35' \\ \hline 149' 63' 54 \end{array}$$

$$\begin{array}{r} 149' 63' 54 \\ 1' 35' \\ \hline 151' 38' 54 \end{array}$$

$$\begin{array}{r} 151' 38' 54 \\ 1' 35' \\ \hline 153' 13' 54 \end{array}$$

$$\begin{array}{r} 153' 13' 54 \\ 1' 35' \\ \hline 154' 48' 54 \end{array}$$

$$\begin{array}{r} 154' 48' 54 \\ 1' 35' \\ \hline 156' 23' 54 \end{array}$$

$$\begin{array}{r} 156' 23' 54 \\ 1' 35' \\ \hline 157' 58' 54 \end{array}$$

$$\begin{array}{r} 157' 58' 54 \\ 1' 35' \\ \hline 159' 33' 54 \end{array}$$

$$\begin{array}{r} 159' 33' 54 \\ 1' 35' \\ \hline 161' 08' 54 \end{array}$$

$$\begin{array}{r} 161' 08' 54 \\ 1' 35' \\ \hline 162' 43' 54 \end{array}$$

$$\begin{array}{r} 162' 43' 54 \\ 1' 35' \\ \hline 164' 18' 54 \end{array}$$

$$\begin{array}{r} 164' 18' 54 \\ 1' 35' \\ \hline 165' 53' 54 \end{array}$$

$$\begin{array}{r} 165' 53' 54 \\ 1' 35' \\ \hline 167' 28' 54 \end{array}$$

$$\begin{array}{r} 167' 28' 54 \\ 1' 35' \\ \hline 169' 03' 54 \end{array}$$

$$\begin{array}{r} 169' 03' 54 \\ 1' 35' \\ \hline 170' 38' 54 \end{array}$$

$$\begin{array}{r} 170' 38' 54 \\ 1' 35' \\ \hline 172' 13' 54 \end{array}$$

$$\begin{array}{r} 172' 13' 54 \\ 1' 35' \\ \hline 173' 48' 54 \end{array}$$

$$\begin{array}{r} 173' 48' 54 \\ 1' 35' \\ \hline 175' 23' 54 \end{array}$$

$$\begin{array}{r} 175' 23' 54 \\ 1' 35' \\ \hline 176' 58' 54 \end{array}$$

$$\begin{array}{r} 176' 58' 54 \\ 1' 35' \\ \hline 178' 33' 54 \end{array}$$

$$\begin{array}{r} 178' 33' 54 \\ 1' 35' \\ \hline 180' 08' 54 \end{array}$$

$$\begin{array}{r} 180' 08' 54 \\ 1' 35' \\ \hline 181' 43' 54 \end{array}$$

$$\begin{array}{r} 181' 43' 54 \\ 1' 35' \\ \hline 183' 18' 54 \end{array}$$

$$\begin{array}{r} 183' 18' 54 \\ 1' 35' \\ \hline 184' 53' 54 \end{array}$$

$$\begin{array}{r} 184' 53' 54 \\ 1' 35' \\ \hline 186' 28' 54 \end{array}$$

$$\begin{array}{r} 186' 28' 54 \\ 1' 35' \\ \hline 188' 03' 54 \end{array}$$

$$\begin{array}{r} 188' 03' 54 \\ 1' 35' \\ \hline 189' 38' 54 \end{array}$$

$$\begin{array}{r} 189' 38' 54 \\ 1' 35' \\ \hline 191' 13' 54 \end{array}$$

$$\begin{array}{r} 191' 13' 54 \\ 1' 35' \\ \hline 192' 48' 54 \end{array}$$

$$\begin{array}{r} 192' 48' 54 \\ 1' 35' \\ \hline 194' 23' 54 \end{array}$$

$$\begin{array}{r} 194' 23' 54 \\ 1' 35' \\ \hline 195' 58' 54 \end{array}$$

$$\begin{array}{r} 195' 58' 54 \\ 1' 35' \\ \hline 197' 33' 54 \end{array}$$

$$\begin{array}{r} 23' 16' 56 \\ 1' 12' 27 \\ \hline 24' 29' 23 \end{array}$$

$$\begin{array}{r} 24' 29' 23 \\ 2' 4' 42' 88 \\ \hline 26' 34' 05 \end{array}$$

$$\begin{array}{r} 26' 34' 05 \\ 90 \\ \hline 27' 24' 05 \end{array}$$

$$\begin{array}{r} 27' 24' 05 \\ 113' 19 \\ \hline 28' 37' 24 \end{array}$$

$$\begin{array}{r} 28' 37' 24 \\ 727' 8 \\ \hline 29' 10' 02 \end{array}$$

$$\begin{array}{r} 29' 10' 02 \\ 4' 35' 61 \\ \hline 33' 45' 63 \end{array}$$

$$\begin{array}{r} 33' 45' 63 \\ 4' 35' 61 \\ \hline 38' 21' 24 \end{array}$$

$$\begin{array}{r} 38' 21' 24 \\ 4' 35' 61 \\ \hline 42' 56' 85 \end{array}$$

$$\begin{array}{r} 42' 56' 85 \\ 4' 35' 61 \\ \hline 47' 32' 46 \end{array}$$

$$\begin{array}{r} 47' 32' 46 \\ 4' 35' 61 \\ \hline 52' 08' 07 \end{array}$$

$$\begin{array}{r} 52' 08' 07 \\ 4' 35' 61 \\ \hline 56' 43' 68 \end{array}$$

$$\begin{array}{r} 56' 43' 68 \\ 4' 35' 61 \\ \hline 61' 19' 29 \end{array}$$

$$\begin{array}{r} 61' 19' 29 \\ 4' 35' 61 \\ \hline 65' 54' 90 \end{array}$$

$$\begin{array}{r} 65' 54' 90 \\ 4' 35' 61 \\ \hline 70' 30' 51 \end{array}$$

$$\begin{array}{r} 70' 30' 51 \\ 4' 35' 61 \\ \hline 75' 06' 12 \end{array}$$

$$\begin{array}{r} 75' 06' 12 \\ 4' 35' 61 \\ \hline 79' 41' 73 \end{array}$$

$$\begin{array}{r} 79' 41' 73 \\ 4' 35' 61 \\ \hline 84' 17' 34 \end{array}$$

$$\begin{array}{r} 84' 17' 34 \\ 4' 35' 61 \\ \hline 88' 52' 95 \end{array}$$

$$\begin{array}{r} 88' 52' 95 \\ 4' 35' 61 \\ \hline 93' 28' 56 \end{array}$$

$$\begin{array}{r} 93' 28' 56 \\ 4' 35' 61 \\ \hline 98' 04' 17 \end{array}$$

$$\begin{array}{r} 98' 04' 17 \\ 4' 35' 61 \\ \hline 102' 39' 78 \end{array}$$

$$\begin{array}{r} 102' 39' 78 \\ 4' 35' 61 \\ \hline 107' 15' 39 \end{array}$$

$$\begin{array}{r} 107' 15' 39 \\ 4' 35' 61 \\ \hline 111' 50' 00 \end{array}$$

$$\begin{array}{r} 111' 50' 00 \\ 4' 35' 61 \\ \hline 116' 25' 61 \end{array}$$

$$\begin{array}{r} 116' 25' 61 \\ 4' 35' 61 \\ \hline 121' 01' 22 \end{array}$$

$$\begin{array}{r} 121' 01' 22 \\ 4' 35' 61 \\ \hline 125' 36' 83 \end{array}$$

$$\begin{array}{r} 125' 36' 83 \\ 4' 35' 61 \\ \hline 130' 12' 44 \end{array}$$

$$\begin{array}{r} 130' 12' 44 \\ 4' 35' 61 \\ \hline 134' 48' 05 \end{array}$$

$$\begin{array}{r} 134' 48' 05 \\ 4' 35' 61 \\ \hline 139' 23' 66 \end{array}$$

$$\begin{array}{r} 139' 23' 66 \\ 4' 35' 61 \\ \hline 143' 59' 27 \end{array}$$

$$\begin{array}{r} 143' 59' 27 \\ 4' 35' 61 \\ \hline 148' 34' 88 \end{array}$$

$$\begin{array}{r} 148' 34' 88 \\ 4' 35' 61 \\ \hline 153' 10' 49 \end{array}$$

$$\begin{array}{r} 153' 10' 49 \\ 4' 35' 61 \\ \hline 157' 46' 10 \end{array}$$

$$\begin{array}{r} 157' 46' 10 \\ 4' 35' 61 \\ \hline 162' 21' 71 \end{array}$$

$$\begin{array}{r} 162' 21' 71 \\ 4' 35' 61 \\ \hline 166' 57' 32 \end{array}$$

$$\begin{array}{r} 166' 57' 32 \\ 4' 35' 61 \\ \hline 171' 32' 93 \end{array}$$

$$\begin{array}{r} 171' 32' 93 \\ 4' 35' 61 \\ \hline 176' 08' 54 \end{array}$$

$$\begin{array}{r} 176' 08' 54 \\ 4' 35' 61 \\ \hline 180' 44' 15 \end{array}$$

$$\begin{array}{r} 180' 44' 15 \\ 4' 35' 61 \\ \hline 185' 19' 76 \end{array}$$

$$\begin{array}{r} 185' 19' 76 \\ 4' 35' 61 \\ \hline 189' 55' 37 \end{array}$$

$$\begin{array}{r} 189' 55' 37 \\ 4' 35' 61 \\ \hline 194' 30' 98 \end{array}$$

$$\begin{array}{r} 194' 30' 98 \\ 4' 35' 61 \\ \hline 199' 06' 59 \end{array}$$

$$\begin{array}{r} 199' 06' 59 \\ 4' 35' 61 \\ \hline 203' 42' 20 \end{array}$$

$$\begin{array}{r} 203' 42' 20 \\ 4' 35' 61 \\ \hline 208' 17' 81 \end{array}$$

$$\begin{array}{r} 208' 17' 81 \\ 4' 35' 61 \\ \hline 212' 53' 42 \end{array}$$

$$\begin{array}{r} 212' 53' 42 \\ 4' 35' 61 \\ \hline 217' 29' 03 \end{array}$$

$$\begin{array}{r} 217' 29' 03 \\ 4' 35' 61 \\ \hline 222' 04' 64 \end{array}$$

$$\begin{array}{r} 222' 04' 64 \\ 4' 35' 61 \\ \hline 226' 40' 25 \end{array}$$

$$\begin{array}{r} 226' 40' 25 \\ 4' 35' 61 \\ \hline 231' 15' 86 \end{array}$$

$$\begin{array}{r} 231' 15' 86 \\ 4' 35' 61 \\ \hline 235' 51' 47 \end{array}$$

$$\begin{array}{r} 235' 51' 47 \\ 4' 35' 61 \\ \hline 240' 27' 08 \end{array}$$

$$\begin{array}{r} 240' 27' 08 \\ 4' 35' 61 \\ \hline 245' 02' 69 \end{array}$$

$$\begin{array}{r} 245' 02' 69 \\ 4' 35' 61 \\ \hline 249' 38' 30 \end{array}$$

$$\begin{array}{r} 249' 38' 30 \\ 4' 35' 61 \\ \hline 254' 13' 91 \end{array}$$

$$\begin{array}{r} 254' 13' 91 \\ 4' 35' 61 \\ \hline 258' 49' 52 \end{array}$$

$$\begin{array}{r} 258' 49' 52 \\ 4' 35' 61 \\ \hline 263' 25' 13 \end{array}$$

$$\begin{array}{r} 263' 25' 13 \\ 4' 35' 61 \\ \hline 268' 00' 74 \end{array}$$

$$\begin{array}{r} 268' 00' 74 \\ 4' 35' 61 \\ \hline 272' 36' 35 \end{array}$$

$$\begin{array}{r} 272' 36' 35 \\ 4' 35' 61 \\ \hline 277' 11' 96 \end{array}$$

$$\begin{array}{r} 277' 11' 96 \\ 4' 35' 61 \\ \hline 281' 47' 57 \end{array}$$

$$\begin{array}{r} 281' 47' 57 \\ 4' 35' 61 \\ \hline 286' 23' 18 \end{array}$$

$$\begin{array}{r} 286' 23' 18 \\ 4' 35' 61 \\ \hline 290' 58' 79 \end{array}$$

$$\begin{array}{r} 290' 58' 79 \\ 4' 35' 61 \\ \hline 295' 34' 40 \end{array}$$

$$\begin{array}{r} 295' 34' 40 \\ 4' 35' 61 \\ \hline 300' 09' 01 \end{array}$$

$$\begin{array}{r} 300' 09' 01 \\ 4' 35' 61 \\ \hline 304' 44' 62 \end{array}$$

$$\begin{array}{r} 304' 44' 62 \\ 4' 35' 61 \\ \hline 309' 20' 23 \end{array}$$

$$\begin{array}{r} 309' 20' 23 \\ 4' 35' 61 \\ \hline 313' 55' 84 \end{array}$$

$$\begin{array}{r} 313' 55' 84 \\ 4' 35' 61 \\ \hline 318' 31' 45 \end{array}$$

$$\begin{array}{r} 318' 31' 45 \\ 4' 35' 61 \\ \hline 323' 07' 06 \end{array}$$

$$\begin{array}{r} 323' 07' 06 \\ 4' 35' 61 \\ \hline 327' 42' 67 \end{array}$$

$$\begin{array}{r} 327' 42' 67 \\ 4' 35' 61 \\ \hline 332' 18' 28 \end{array}$$

$$\begin{array}{r} 332' 18' 28 \\ 4' 35' 61 \\ \hline 336' 53' 89 \end{array}$$

$$\begin{array}{r} 336' 53' 89 \\ 4' 35' 61 \\ \hline 341' 29' 50 \end{array}$$

$$\begin{array}{r} 341' 29' 50 \\ 4' 35' 61 \\ \hline 346' 05' 11 \end{array}$$

$$\begin{array}{r} 346' 05' 11 \\ 4' 35' 61 \\ \hline 350' 40' 72 \end{array}$$

$$\begin{array}{r} 350' 40' 72 \\ 4' 35' 61 \\ \hline 355' 16' 33 \end{array}$$

$$\begin{array}{r} 355' 16' 33 \\ 4' 35' 61 \\ \hline 359' 51' 94 \end{array}$$

$$\begin{array}{r} 359' 51' 94 \\ 4' 35' 61 \\ \hline 364' 27' 55 \end{array}$$

$$\begin{array}{r} 364' 27' 55 \\ 4' 35' 61 \\ \hline 369' 03' 16 \end{array}$$

$$\begin{array}{r} 369' 03' 16 \\ 4' 35' 61 \\ \hline 373' 38' 77 \end{array}$$

$$\begin{array}{r} 373' 38' 77 \\ 4' 35' 61 \\ \hline 378' 14' 38 \end{array}$$

$$\begin{array}{r} 378' 14' 38 \\ 4' 35' 61 \\ \hline 382' 49' 99 \end{array}$$

$$\begin{array}{r} 382' 49' 99 \\ 4' 35' 61 \\ \hline 387' 25' 60 \end{array}$$

$$\begin{array}{r} 387' 25' 60 \\ 4' 35' 61 \\ \hline 392' 01' 21 \end{array}$$

$$\begin{array}{r} 392' 01' 21 \\ 4' 35' 61 \\ \hline 396' 36' 82 \end{array}$$

$$\begin{array}{r} 396' 36' 82 \\ 4' 35' 61 \\ \hline 401' 12' 43 \end{array}$$

$$\begin{array}{r} 401' 12' 43 \\ 4' 35' 61 \\ \hline 405' 48' 04 \end{array}$$

$$\begin{array}{r} 405' 48' 04 \\ 4' 35' 61 \\ \hline 410' 23' 65 \end{array}$$

$$\begin{array}{r} 410' 23' 65 \\ 4' 35' 61 \\ \hline 414' 59' 26 \end{array}$$

$$\begin{array}{r} 414' 59' 26 \\ 4' 35' 61 \\ \hline 419' 34' 87 \end{array}$$

$$\begin{array}{r} 419' 34' 87 \\ 4' 35' 61 \\ \hline 424' 10' 48 \end{array}$$

$$\begin{array}{r} 424' 10' 48 \\ 4' 35' 61 \\ \hline 428' 46' 09 \end{array}$$

$$\begin{array}{r} 428' 46' 09 \\ 4' 35' 61 \\ \hline 433' 21' 70 \end{array}$$

$$\begin{array}{r} 433' 21' 70 \\ 4' 35' 61 \\ \hline 437' 57' 31 \end{array}$$

17. 8¹⁴ P.m. Friday Dec 18th 1903
23° 22' 07" 1232

18 2 $\frac{53}{n}$ Ton Saturday Dec 19th 1239

$$\begin{array}{r} 11' 54'' \\ 28' 14'' \\ \hline 27' 37'' \end{array}$$

43-35- 37 11 2 48 36 with strong
7. E. winds course S. H. Eup.

Big sea on plenty of flying fish
Caught large dolphins common
is 8th 3rd wind and weather
the same heading the same
8th 2nd Pm Strong 7 E Trade course
8th 1/2 M. all sail High 73 at.

19 Sunday Dec 20th 1903

12° 11' 24 - 27° 17' 23 25 26 1° 24 7
28 16 27 27 03 2 12 7 46 4
12 39 40 27 27 03 2 12 2 5-5 12 21 46 03 7 38 27 27 15 3 26 27 8 90 96 15 3 2 44 72
9 44 28 113 26 27 8 90 96 15 3 2 44 72
135- 7 27 27 = 2 57 49 113 26 02 7 46
146-07 5-3-32 2 37 2 87 26
2 55 12

Come in with strong N.E. winds
course S.W. 1/2 W. all sudden sail cut
Big sea on Bar. High Noon wind
and weather the same course the same
3rd P.M. strong N.E. winds and our
course is S.W. by S. 8th Moderate N.E. breeze

20 2nd P.M. Monday Dec 21st 1° 24 8

12 13 27 = 29 18 23 26 23 8 73 6
28 16 29 28 23 26 31 2 14 81
12 41 43 29 28 90 8 73
9 49 26 20 30 113 26 81 2 06 08
9 52 19 163 19 0 28 4
135- 7 29 28 0 37 38
13- 4 3/4 52 16 4 16 2 03
148 4 3/4 4 8 9 8 10
94 1 25 92 = 2 57 32
2 06
2 49 26

This day comes in with strong
N.E. winds course S.W. 1/2 W. Royal
piled. Noon wind and weather
the same Big small Bar. High
3rd P.M. course and wind the
same 5th P.M. course S.W. by S. 1/2 W.
8th P.M. light N.E. trades overcast
sky course S.W. by S. 1/2 W. 9 1/2 Variation
1/2 W.

21 3⁰⁶ P.m. Tuesday Dec 22nd 1903
 12.38 12 = 26.50 23 26.52 1.0 8.75.00

28 20 10 0.02665 33 37.02
 18.06 22 27.08 0.03744 90
 3.06 11 19.52 4.23317 113.27 - 1.44.83
 10 00 11 113.27 4.90820 113.27 - 8.75.
 13- 23 4 81.09 3.07.47 This day
 13 3 4 27.20 1.36 Comes in
 178 32 3 3-3.09 3.06 11 with light

E & N winds rain showers
 noon wind and weather the same
 3⁰⁶ P.m. light E winds and comes
 is the same heading the same 1257

22 3⁰⁷ P.m. Wednesday Dec 23rd

12.47.25 - 26.50 33 26.52 = 8.75.07
 28.23 10 23 37.02 1.14.81
 13 18.48 19.23 90 3 8.75
 3 07.36 113.27 113.27 - 1.06.06
 10 08.12 159.52 0.25.43 3-08.42 This
 15- 27.00 4.03744 1.06 day
 150 -3 3-2.56 4.89908 3.07.36 Comes
 972 0448 in with light

15-2-03 NE winds comes S.W. by N 1/2 E
 Every thing set - hot will draw noon
 wind and weather the same
 heading the same Bar. High
 nice day 3⁰⁶ P.m. 200 miles from Kuma
 caput S.W. by N 1/2 E. all sail set
 that will draw 7⁰⁶ P.m.
 wind from the E.N.E and
 light - quite smooth
 Jason Bean, Betta
 on duty to day.

Abashiri 47
 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

23. 3⁰⁰ P.M. Thursday Dec 24th 1903

$12 \cdot 47 \cdot 10 = 28 \cdot 35 -$
 $28 \cdot 35 -$
 $13 \cdot 15 \cdot 35 -$
 $3 \cdot 10 \cdot 35 -$
 $10 \cdot 14 \cdot 37$
 $15 -$
 $150 \cdot 30 \cdot 1/4$
 $3 \cdot 39 \cdot 1/4$
 $15 \cdot 3 \cdot 39 \cdot 1/4$
 $28 \cdot 43 -$
 $18 \cdot 54 -$
 $113 \cdot 26$
 $161 \cdot 03 -$
 $80 \cdot 32$
 $28 \cdot 43 -$
 $51 \cdot 47$
 $28 \cdot 26 \cdot 04$
 90
 $113 \cdot 26$
 02407
 $03738 = 3-01-34$
 421610
 $4893-24$
 $3 \cdot 08 \cdot 5-8$
 $9-17279$

This day comes in with light-
 7 E. winds course S. by E. 1/2 S. all
 sail set that will draw. Noon Every
 thing the same course the same
 3⁰⁰ good breeze from the 7 E.

24 Christmas Friday Dec 25th 1903

$12 \cdot 49 \cdot 48 = 29 \cdot 48$ This day. $23 \cdot 25 \cdot 28 =$
 $28 \cdot 37$
 $13 \cdot 18 \cdot 15 -$
 $2 \cdot 54 \cdot 24$
 $10 \cdot 23 \cdot 31$
 $15 -$
 $150 \cdot 43 \cdot 3/4$
 $5 \cdot 12 \cdot 3/4$
 $15 \cdot 5 \cdot 57 \cdot 3/4$
 $29 \cdot 58$
 $18 \cdot 55 -$
 $113 \cdot 25$
 $162 \cdot 78$
 $86 \cdot 28$
 $5 \cdot 1$
 $29 \cdot 42$
 $12 \cdot 31 \cdot 38$
 $18 \cdot 18 \cdot 58$
 $29 \cdot 52$
 $18 \cdot 55 -$
 $113 \cdot 25$
 $162 \cdot 12$
 $81 \cdot 16$
 $29 \cdot 52$
 $5 \cdot 1 \cdot 17$
 $2-5-4-30$ to
 $2-5-4 \cdot 24$ the
 $18-18-58$
 $2 \cdot 55 - 10$
 $10 \cdot 23 \cdot 58$
 $15 -$
 $150 \cdot 43 -$
 $5 \cdot 13 \cdot 1/2$
 $15 \cdot 5 \cdot 58 \cdot 1/2$
 $2 \cdot 36$ P.M. shortened
 The S. by the wind
 sailon Jesse Bean was taken sick on main
 yard. was lowered to deck by a gantline
 and when he arrived on deck he was
 gasping Heart failure I think and died
 7⁰⁰ P.M. came 200 was from. Lenny. Colo
 they say. 8⁰⁰ heading to the S on
 the wind under easy sail

H. Noon. Hawaii
 Course H. N. H.
 sail hauled to
 sailon Jesse Bean was taken sick on main
 yard. was lowered to deck by a gantline
 and when he arrived on deck he was
 gasping Heart failure I think and died
 7⁰⁰ P.M. came 200 was from. Lenny. Colo
 they say. 8⁰⁰ heading to the S on
 the wind under easy sail
 Hawaii

Harrai
Bunaid J. Bean

25- Saturday Dec 26th 1908
This day comes in with light
N E winds heading to the N
under whole top sails and jib
7³⁰ Hauled aboard American
Ensign Half Mast 8⁰⁰ A.M.
Bunaid J. Bean of Denver
Colorado about 25 years old
Came on board with 1. Bed and
Blankets. Had \$45.00 advance
shipped by Kani. I believe he
was in Torresco 1. day
Noon. The 1st. to the N E 10 m
saw sail under the land
also saw some 8 E
round heading to the S. Dark
filled upper fore top sail

26 Sunday Dec 27th
This day comes in with N E weather
laying to the S. E. of the 1st under top sail
7⁰⁰ AM round heading S. 6⁰⁰ P.M.
lost under the land steamed to the S. E.
and light air from the N. 6³⁰ came too
heading to the S with strong E S. E
winds filled upper fore top sail
at 7²⁰ P.M.

27 Monday Dec 28th
This day comes in with light air
from the E heading to the N under
whole main lower fore and jib 2 P.M.
more round heading to the S same
sail 8⁰⁰ P.M. strong N E winds
quite Big swell Bai. High

28 Tuesday Dec 29th 1903

This day comes in with strong N.E. winds heading to the N.W. all day the Is. to the N.E. Big sea laying under lower top sails 8th. Modulating some caught of Dolphin today

29 Wednesday Dec 30th

This day comes in with light E.S. E winds heading to the N.E. Noon. heading E.N.E. wind from the N. 8th P.M. wind and weather the same 8th " heading S. with E winds

30 Thursday Dec 31st

This day comes in with calm. Noon. Calm. Big swell. High Bar. — 8th P.M. rain and calm. Big swell. All to the E

31 Friday Jan 1st 1904

This day comes in with light N.E. winds heading to the S. 9th strong N.E. winds men round. Put ship under lower top sails and stay sails Noon. opened can of rum treated all hands. This day is new years and comes once a year latter part calm. Big swell

32 Saturday Jan 2nd

This day comes in with a calm Big swell. Noon. Hot and calm. Land to the E 8th Drizzle from the N. heading to the E thunder and lightning pulled top sail plenty of rain during the night. A.H. the hole. No whals here up to date

33 days later: Sunday Jan 3rd 1904
 This day comes in with light 22.25.3-9. 13.10 11.6
 air from the N.E. land to 22.33.49 2.10 2.10
 the E. 10 miles away nothing 90.2 4.39 4.07.22
 seen. Noon. Calm. d-n. 11.3 4.15.87
 the hole. 3rd P.M. Everything the same
 8th laying aback under easy sail

34 Monday Jan 4th
 This day comes in with light. N.E. winds
 heading to the S.E. aback under easy
 sail 9th A.M. gale from the E. Stead
 7.10th hauled to wind heading to the N.
 under the lee of the land. Big swell
 High bar. - 3rd P.M. Calm. 8th P.M.
 Calm. Big swell.

35 Tuesday Jan 5th
 This day comes in with strong S.E. winds
 thunder and lightning during the N. 9th
 Stead to the N. Noon light. E winds heading
 by the wind 2nd heavy rain Stead 7th.
 3rd Calm. d-n. The Hole 6th Stead N.
 9th hauled to wind heading to the S.

36 Wednesday Jan 6th
 This day comes in with strong breeze from
 the E heading to the S. 6th over round
 heading to the N.E. 8th Stead 7th N. Noon.
 Calm. Big swell. saw. Dolphin Shark
 Grampuse. Porpoise 3rd P.M. Big swell
 and calm land to the E 5th heavy
 rain from off the land. 7th laid
 aback heading to the N. under
 easy sail

37. Thursday Jan 7th 1904
This day comes in with strong E winds
heading to the S. 8th or more round heading
to the N. 7th for a course Bth to the S.
9³⁰ A.M. saw S. W. going quick to the E
Blowing hard. From under the land
Gummed Bth A. Hicks Reed mail
also. J. Pangalua Boat Steamer saw S. W.
latterly calm. rain wind from
all round the compass 9th course
S. W. with strong E winds under
lower top sail and stay sail

38 Friday Jan 8th 1904
3⁰² P.M.
1⁰⁵ 17 = 30.41
28.56 10
13 37.13 30.57 02287
3-01.37 18.26 03428
10 35-36 112.21 420303
3- 161.37 2188404
158-43 80.49 914421 = 2-5-5-22
8 30.51 = 6.13-
158-54 49.5-9 3.01.37

This day comes in with
strong E winds course S. 8. 6th
A.M. course W by S. under top
sails and fourail Big sea
running from wind and
weather the same heading
we down 8th P.M. course W by S
with fine E winds fine weather
over head but Big swell on
caught large haulskin

3⁰⁰ - 1⁰⁰ P.m.

41 Monday Jan 11th

1904

1'42'17 = 29.36	21.55.42 -	22	22
12.29.02	4.02	22	3
14.11.19	21.54.40	22	44
3.11.11	90 1.06	4.02	1-06
11.00.18	11.53.34	7.38.23	8.13.8
165-02	79.39	8.12	
	29.46	7.46.33	
	3-0.13		
	4.22.58		
	03.25.3		
	4.24.03		
	4.88.56		
	3-03-25		
	7.46		

This day
 Comes in with 9.18.11.3
 winds course W by S. 2.11.11 light-E
 and weather the same course the
 same 3⁰⁰ P.m. The same 5⁰⁰ P.m.
 light-E winds course W 1/2 S. Big 23
 swell

42 Tuesday Jan 12th

1904

1'46'46 = 30.19	21.49.34 = 7.14	23	23
12.29.04	4.16	23	69
14.13.50	40 45.18	23	1-09
3.07.22	11.46.27	8.02.34	993
11.08	80.23	7.94	
165-7	30.29	8.10.28	
	49.34		
	2.59.12		
	8.10		

167-07 This day 3.07.22 Comes in
 with light-E. E winds course
 W 1/2 S. under all prudent sail
 from saw. while Galie saw
 him 40 more 3⁰⁰ P.m. Every thing
 the same. Big swell from
 the N. 8⁰⁰ Ship under lower
 top sails course W 1/2 S. Johnsons
 10 to the S. & W. 75: miles away.

43 2nd Wednesday Jan 13th 1904
 21 40 01 24
 1 47 34 = 31 36
 12 29 07 10 02 338
 14 16 41 31 46 103 167
 3 02 01 18 38 194 33
 11 14 40 11 3 888 73
 11 14 40 11 3 888 73
 13 16 30 81 08 135 11
 3 10 31 46 2 58 27 8 25 88 968
 168 40 58 14 3 02 01 8 33 62 7744

This day comes in with light E winds
 course W by S laying under lower
 top sail 7th course W by S set for sail
 Big swell on. Noon Everything the
 same 8th course the same and
 some sail set S. under lower
 main top sail course W by S rain

44 2nd Thursday Jan 14th 1904
 21 30 02 23
 2 11 16 = 29 12
 12 29 09 10 02 208
 14 40 23 18 07 426 199
 3 16 38 11 1 27 884 89
 11 23 47 15 8 56 90 00 13
 13 79 28 90 00 13
 16 5 45 3 29 22 3 07 42
 3 11 14 8 0 06 8 3 6
 170 46 3 4 3 16 38 8 36 34 75 3

This day comes in with fresh
 E winds course W by S. squally all
 day Big swell on. Noon course
 is the same heading the same
 and some sail cut and still having
 rain squall. 8th P.M. the same
 6th P.M. course S. by N. squally
 and piece of a sea running
 70 Place to cruise this year

45- Friday Jan 10th 1904

$$\begin{array}{r} 14' 14.07 = 30.40 \\ 29.11 \quad 10 \\ \hline 14' 43.18 = 30.50 \\ 3.11.47 \quad 17.30 \\ \hline 11.31.31 = 15.9.36 \\ 15- \quad 79.48 \quad 0.20.58 \\ 16- \quad 30.50 \quad 0.30.63 \\ \hline 172-52\frac{3}{4} \quad 48.3.8 \quad 4.24.81.8 \\ 9-17.69.5- \quad 3-02-29 \\ 3.11.47 \end{array}$$

This day comes in with light. E. & N.E. winds course S.W. by W. under easy sail Noon Everything the same 3rd plenty of flying fish 7th 10th Everything the same

46. Saturday Jan 11th 1904

$$\begin{array}{r} 2.22.31 = 31.01 \\ 2.29.13 \quad 10 \\ \hline 14.51.44 \quad 31.11 \\ 3.13.14 \quad 16.49 \\ \hline 11.38.30 \quad 111.05- \\ 15- \quad 13.9.05- \\ \hline 165- \quad 79.32 \quad 0.18.98 \\ 9.30\frac{1}{2} \quad 48.21.42 \quad 3.00.9 \\ \hline 174-37\frac{1}{2} \quad 941.81.79 \quad 3.18.14 \end{array}$$

This day comes in with light. E. winds with rain squalls. 11²⁰ saw much. 1st saw white water also spouts a few times 3rd light. E. & N.E. winds course S.W. by W. under easy sail 7th wind and water the same

T sail 423098 = 10 21 11 day
 during Dr 486659 3' 8 9' 3-8
 bettered her 9-16471 90 Easy
 looking for Whales Nothing in
 sight - but plenty of Flying Fish
 mind Weather course the same

177. 59 $\frac{3}{4}$ This day 3 '18 '42
 Comes in with light.
 EM & Grinds course S.W. by W
 saw finbacks fish 9
 noon. wind weather 4 course
 the same 3 " 10m. Everything
 the same 1 " 10m. course
 S.W. by W. same sail

52 3⁰⁰ P.m. Friday Jan 22nd

2.58.10 = 33° 06'
 29.26
 3 27 36 33 16
 15 15 36 14 10
 11 48 00 15 7 27
 15- 78 43
 165 33 16 4 39 30
 12 12 45 27 2 85 28 7
 177- 50 2 9 18 48 4

19.53.42 =
 6.36
 20 02 18
 90 1 39
 110 00 39
 0 13 41
 10 27 06
 4 39 30
 2 85 28 7
 9 18 48 4

1980
 33 33
 12 33
 66 33
 33 66 99
 48 39 6 1-3
 6-36
 707
 6363
 This day comes
 15 13-36 rain

with light N.E. winds
 shows in the morning Noon Every thing
 the same heading the same 1st P.m.
 course N. by E. same sail 3rd P.m. Every thing
 the same 5th P.m. Fish N.E. winds course
 N. by E.

53 3⁰⁰ P.m. Saturday Jan 23

3 06.50 = 33° 18'
 29.29
 3 36 19 33 28
 15 15 37 10 9 47
 11 39 18 15 7 22
 15- 78 47
 165 45 12 33 28 4 29 2 77
 9 45 12 45 13 4 85 1 12
 174-49 1/2 9 18 36 3

19.42.11
 6.48
 19 48 59
 91 1 42
 109 47 17
 11 44 58
 6.06
 11 38 52
 3-03-58
 12 11 39
 13-15-37

This day comes in with strong E.N.E.
 winds course N. by E. rain squalls.
 Noon wind and water the same
 quite sea running 3rd P.m. Every thing
 the same some fish round 5th P.m.
 Every thing going the same

11.39.10
 345-7.38.2
 174.49.30

Abulard
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5-4-8th Pm Sunday Jan 24th

3 14 14 = 33 376
 12 29 37
 15 43 45- 34 06
 13 13 25- 14 04
 14 29 40 109 34
 15- 15- 15-7 44
 78 52
 165 15- 34 06 101 322
 7 10 44 46 02 5-83
 44 46 02 5-83
 847 7/1

19 28 17 = 7 00
 19 35 17
 90 1 45 60
 189 33 32

1904
 35- 35-
 12 3
 7 10 5
 35- 10 5
 42 8
 7-10
 64 9

12 10 36 5 76 9

11 54 6 0

3-01-30

12 11 3-3-

3 13 25-

This day
 Comes in

9 17 25-8

with strong E winds rain squalls
 course by 8. Noon wind same
 weather equally 8th Pm. Everything the
 same saw Fin back 8th strong

55- 3rd Pm Monday Jan 28th

3 28 12- 3 4 25-
 29 33
 3 5 2 45- 3 4 33-
 14 08
 109 19
 13-8 02

19 14 03
 6 36
 19 20 32
 90 11 48
 109 18 31

36
 36 10 5
 1-48
 607
 12 15 33 40 5-6
 4 85-
 12 10 48

This day

109 19

109 18 31

12 15 33 40 5-6

Comes in

13-8 02

101 335-

12 10 48

with strong

79 01

102 5 16

2 5 9 33

E winds

34 35

4 2 7 9 9 5

12 12 10

Course

44 26

9 16 3 6 1

15 1 1 43

Hy 8. Big sea on

3 3-2 45

saw some fish

11 18 3 8

also Birds Noon

15-

going clearing out

165 30 1/2

3rd Every thing the

4 14 1/2

same Reading

169-44 1/2

The same Plenty of Birds

fish 72 5th Pm. Caspa Rica to

the N. N. W. 20 mins away.

56 3⁰⁴ Pm. Tuesday Jan 26th 1904
 $3 \cdot 37 \cdot 46 = 34 \cdot 08$
 $29 \cdot 38 - 10$
 $4 \cdot 07 \cdot 21$ 3418
 1326
 Begins 109'04 109'04'17
 with 15-6'48 101202 12'29'50 =
 Strong 78'24 102450 4'5-8 4584
 E winds 34'08 430336 12'349'2
 Course 44'16 184388 = 3'04'00
 W 1/2 N 9+18373 12'12'25-
 Rain squalls 15-16'25-
 Noon wind and 4'07'21
 Weather the same 11'09'04
 3 Pm. Strong E 15-
 winds Course W. 165-15- Big
 sea on E wind
 and weather the same 167'16

57 3⁰⁴ Pm. Wednesday Jan 27th 1904
 $3 \cdot 47 \cdot 21 = 34 \cdot 09$
 $29 \cdot 87 - 10$
 $4 \cdot 16 \cdot 38$ 3419
 1347
 This day 108'30 108'30'14 439'2
 Begins 78'28 12'42'85-
 with strong 34'19 4'31
 E winds 44'09 12'38'54
 Course W. Big 43'00 90 = 8-03-16
 sea Bar up 484298- 12'12'39
 Noon Course 9+18044 15-15-55
 W 1/2 S. same sail and 4'16'58
 saw number of Birds 10'58'57
 3 Pm. Everything 15-
 the same 130-3074
 14 1474
 164-4474

Albatross
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5-8 3⁰⁰ P.M. Thursday Jan 28th 1904
 4' 00' 49 = 33' 53
 29' 40 10
 4' 30 29 3 4' 03
 1 3' 51
 10 8' 34
 This day 15-6-28
 Comes in 78' 14 101281
 with strong 34' 13 102321
 N.E. winds 44' 11 430947
 4' 84321
 Course W 1/2 S. 9-18870 = 3-05-07
 12 12' 31
 heavy rain squalls 13-17-58
 Noon still squally 4'30-29
 3" large school of 10 47 29
 13- 47 29 Porpoise
 strong trades with 150 43 1/4 Big sea
 11 7 1/4
 Bar. fell some 161-5-2-1/2
 8⁰⁰ P.M. Strong N.E. trades with squalls.

59 2⁵⁵ P.M. Friday Jan. 29 478
 4' 05-39 = 35-02 1/2 18-13-36 3'76'0
 29' 42 10
 4' 33-21 35-34
 13' 5-0
 This day 108' 19
 Comes in 15-7-43
 78' 51 101278
 with strong 35-34 4' 223-8 = 2-38-17
 4' 28644 12 13103
 N.E. winds 43' 17 483608
 13-11-21
 Course 9415-783- 4'35-21
 W 1/2 S. Hell of a sea 10 33-5-9.
 on rain squalls. 13-
 Noon wind getting 159. 45-3/4
 lighter sea going 15-8. 5-9-3/4
 down 3" then. Everything
 the same 8⁰⁰ course W 1/2 S.
 Big sea running for trade winds

62 3⁰⁰ Pm Monday Feb. 18th 1904
 4-44-55 = 34-38-17-24-48 = 1904
 29-48 42 42
 5-40-43 34-43-7-00 42 42
 13-18-17 107-30 90 2-06 42 42
 10 107 34 15-6 01107-29-42 366 2-06
 15- 78-00 23-62 13-37-16
 15-0 43 34-43-0-01266 236
 1 8 12 3 13-0-02038 13-34-60
 15-1-53 1/2 431788 3 04-43
 4835-81 13-48 17
 9-18693 5-10 43

Begins with light - 40 107-34
 E winds course 3
 W 1/2 S all sail 30 22 42
 Noon wind and 13-1 3-3 30
 Weather the same 3⁰⁰ Pm light -
 E trades winds course W 1/2 S.

63 2⁵⁶ Pm Tuesday Feb. 2nd 1904
 4-43-33 = 35-26 43 43
 29-51 17-07-33- 43 43
 5-13-24 35-36 17-15-03- 43 43
 13-41 90 2-09 43 43
 107-13 107-7-25-6 13-45-53-
 Begins 15-6 29 232 24 2-09
 with 78-14 13-43-23
 light 33-26 0-01247
 E winds 42-48 0-01991 = 3-01-50
 Course 4330 947 12-13-43
 Noon 4832 1/5- 13-15-33
 Course W 1/2 S 9-17 400 5-13-24
 Noon Course 10-02-09
 W. 3⁰⁰ Pm. course 13-
 Light E winds 15-0-30 2 1/4
 Course W. 13-0-32 1/4
 High Bar.
 Getting dark
 J. H. Same

64 3⁰² P.m. Wednesday Feb. 3rd 1904
 5-10.34 = 33.34
 29.53 33.44
 5-130.37 13.43-
 15-24.39 106.56
 9-5.432 15.425-
 3 77.12.01925-
 29.433633.4443.43-47
 5-43 28483755-
 148.3800/3 9-21490 = 3-11-08
 12 13.37
 13-94.59
 5-130.127
 9.5.432
 13-
 135-38 Course
 13 38
 148.38

Begins with light.
 E. winds course
 W. from wind and
 the same 3rd P.m.
 W 1/4 S. 8th rain squalls

65 Thursday Feb. 4th
 Lat. 13° 38' N.
 This day comes
 in with squally
 rain N.E. to
 S & E winds course
 W 1/4 S. from course
 W. still squally
 6th land to the W. Rota and
 Guam. 8th light E. winds
 Big swell on and rain
 12th Midnight - came too heading
 to the N. under easy sail Rota
 ahead.

over
 1 mile
 over

Guam

29

66 Friday Feb 5th 1904
This day coming in with light E & NE winds Guam. To the N & S day light. Made all sail stowed for the 1st. Stood in and came to anchor at 1⁴⁵ P.M. C.H. Morgan here Wm S. Linn 1904

67 Saturday Feb 6th 1904

7.02.22	18.48	14.10.97	18.57.28	7.30
29.39	10	138	7.30	43-
7.32.22	10.5-8	14.09.39	16.10.4.58	13.3-
	13.24		90	2.15-
	106.03		106.02.40	
17.11.04	130.25-			
7.32.22	65.12	0.01.199	4.56.34	
9.38.42	10.3-8	0.01.727	14.18	
5-	54.14	4.62.268	5.11.04	
		4.90.924		
135-	30 1/2	9.56.118		

144. 40 1/2 ordered Recruits -
Traded over: Calico Salomon
and Flax for. Sweet Potatoes
yams. Pumpkins Bananas
Coconuts Iron Poles Brooms
Eggs. Eggs etc.

68 Sunday Feb 7th
69 Monday " 8th
70 Tuesday " 9th Received Recruits
71 Wednesday 10th " "
72 Thursday 11th " Morgan sailed
73 Friday " 12th Recruits
74 Saturday " 13th Recruits

11th A.M. Took anchor Proceed to
sea under easy sail Yoon Course
7.7.8th Course 7.7.8 under
top sails for sail and for

Left Guam
with 2 Stowaways.

75. 2⁵⁴ Pm. Sunday Feb. 14th 1904

$$\begin{array}{r} 5-06-56 = 37-17 \\ 30-13-10 \\ \hline 5-37-11 \\ 13-11-38 \\ \hline 9-34-27 \\ 13-3-10 \\ \hline 135-8-30-3/4 \\ \hline 143-36-3/4 \end{array}$$

$$\begin{array}{r} 13-03-40 \\ 8-20-12-30 \\ \hline 103-39-30 \\ 101-6-12 \\ 01-2-17 \\ \hline 4-30-9-47 \\ 4-8-13-83- \\ \hline 400-47-9-13-281 \\ \hline 13-11-1-38 \end{array}$$

$$\begin{array}{r} 15-00-56 \\ 8-20-12-30 \\ \hline 05-8-2 \\ 04-0-6 \end{array}$$

$$\begin{array}{r} 14-24-19 \\ 40 \\ \hline 14-24-19 \end{array}$$

$$\begin{array}{r} 2-5-7-13 \\ 12-14-25- \\ \hline 13-11-1-38 \end{array}$$

Begin with squally E winds. Course
 N. by N. Noon. Course N. by N. 8th Big
 sea. course the same 5th strong
 squally E winds can come winds 6th Pm
 Galed up for top sail squally rain
 E N E winds course N. by N. avg 5-10
8-30

76 2⁴⁹ Pm. Monday Feb 15th 1904

$$\begin{array}{r} 5-08-38 = 37-22 \\ 30-17-10 \\ \hline 5-38-35-37-32 \\ 13-10-10 \\ \hline 103-09-21 \end{array}$$

$$\begin{array}{r} 13-03-24 \\ 8-20-12-30 \\ \hline 13-11-5-4 \\ 90-2-33 \\ \hline 103-09-21 \end{array}$$

$$\begin{array}{r} 15-00-56 \\ 8-20-12-30 \\ \hline 05-8-2 \\ 04-0-6 \end{array}$$

This day 13-7-41
 Begin 78-3-02
 with 37-3-2
 rain 41-1-8
 Squalls course 4-28-70-5
 N. by N. 4-8-19-3-3
 day light 9-13-75-7
 Set copper 9-29-26
 Main top sail 15-
 Noon still strong 135-15-1/2
 Squalls from the 6 1/2
 B. E. Course the 142-21-1/2
 same 3th hotter
 than before. 7th Better weather
 Shipped the 2 Stowaways

77 3⁴⁰ Pm Tuesday Feb. 16th 1901
 $5-35-38 = 32'07$
 $30-19$
 This day
 Begins
 with
 light
 E & E wind
 Course N by N
 under all power
 sail Booked out
 slope from the
 flame 8th Jan
 Every thing the
 same 7th Feb

78 3⁴⁰ Pm Wednesday Feb. 17th 1901
 $5-38-18 = 31'43$
 $30-21$
 This day
 Begins
 with
 light
 E & E wind
 Course N by N
 under all power
 sail Booked out
 slope from the
 flame 8th Jan
 Every thing the
 same 7th Feb

79 Thursday Feb 18th 1904
 This day commenced 12:01:20 = 59
 with strong NNE 7 48 52-48
 winds heading NNE 12:09 08 52-48
 under larboard 90-2:36 13-5
 102:06 32 180
 Top sails and
 stay sails down. Wind 14:12:74 108
 and rather the same 1:18
 heading the same 14:13:82
 No sun to day
 8: Big sea and wind from
 the same quarter
 7:00 am under larboard top sails
 and stay sails strong NNE trades

80 25th Friday Feb 19th 33
 5-28:52 = 35:01 11:40:15 - 7:37
 30:26 10 7:37 5:37
 5-59:18 35:11 11:48:12 5:37
 20:25- 90-2:39 5:9
 101:46 101:43:33 2:39
 15:7:22 14:08:08 2:04
 78:41:10 25:18 1:25- 12:54
 33:11 11:00 9:22
 73:30:29 277 14:09:33
 88:78:1
 9-16:798 3-00:30
 14:09
 13-11:4:39
 5-5:9:18
 9-13:21
 13-45:14
 138-50:14
 5-28:52 = 35:01
 30:26 10
 5-59:18 35:11
 20:25- 90-2:39
 101:46 101:43:33
 15:7:22 14:08:08
 78:41:10 25:18
 33:11 11:00 9:22
 73:30:29 277
 88:78:1
 9-16:798
 3-00:30
 14:09
 13-11:4:39
 5-5:9:18
 9-13:21
 13-45:14
 138-50:14

81. 3⁰⁰ Pm Saturday Feb. 20th 1904

5-39-27 = 33-27
 30-28
 6-19-55- 33-37
 15-21-34 21-12
 9-11-39 101-24
 15- 15-6-13
 13-2- 4-5-78 0-6
 13-7-34 33-37
 13-7-34 44-2-9
 11-18-59
 7-57
 11-26-56
 90 2-39
 101-24-17
 14-02-72
 1-42 238
 14-04 14 14 2-8
 030-43
 008-65- 3-07-26
 4-37-430 12-14-04
 4-84-3-33 13-21-34
 9-19-891

This day
 Corns in mouth
 light E. N. E
 Winds Corns
 7.7.7 under top sails you sail
 and get you strong breeze 8⁰⁰ Pm.
 Every thing the same

82 2⁵⁴ Pm Sunday Feb. 21st 1904

5-34-01 = 34-22
 30-30
 6-04-31 34-32
 22-32
 101-03
 13-8-07
 10-57-88
 8-06
 11-55-39
 2-42
 101-02-57
 13-58-26
 08-44-9 = 3-00-18
 108-18 12-13-58
 407-86-4 15-14-13
 484-5-79 6-04-31
 9-14-703-9 09-72
 135- 15-1/2
 2 10-1/2

This day
 Corns
 in mouth
 Strong
 Corns
 course
 7.9.9 Corns 9-14-703-9 09-72
 7 1/2 E. Noon
 Every thing the same
 Corns N. E 8⁰⁰
 equally S. E. winds 137. 25-1/2
 Big sea Bar. High
 Plenty of flying fish
 7⁰⁰ Pm Shortened back for
 the night - Cat died

83 Monday Feb. 22nd / 04
 5-36-19 33-01 10-35-13-7 5-76 4-73
 30-33 10 8-06 40 48-60 12
 6-06-52 33-11 10-44-03 8-06-2
 13-11-9-05-100 41 90 23-2 29-4
 9-12-13 13-7-32 100-41-1-1 176-4
 13- 78-46 038-15- 13-49-93-
 135 33-11 100-75-7 1-76
 3-4 1/4 this day 4-28-960 13-5-1-71
 4-85-386 3-05-13
 138 4-1/4 Begin 9-18-9-18 12 13-5-2
 135 13-19-05-

8 & winds come N. E. noon come
 N. E. by N. Passed through Tide Rips
 wind very light from N. E. at
 3 P.M. 6th P.M. shortened sail

84 Tuesday Feb. 23rd / 04
 This day comes in 10-14-10 5-3 5-3
 with squally rain 8-15 32-1
 7 & winds Big 10-22-25- 6
 sea lay in wind 90 2-45- 192-6
 lower Main top sail 100 19-40
 and stay sail heading 13-42-57
 7.7. 10th a.m. sail lower 13-44-49
 7.7. top sail heading 7.7. 1/4
 noon still squally but much
 wind Big once caught
 Daulphin 13th P.M. squally
 Tide Rips fish but no
 Whales. 6th saw large
 Steamer Pass B. round to the
 S. E.

No lights to day

85-3⁰⁰ Wednesday Feb 24th 1844
 5-35-39 = 34-24 985-2-10- 58-53
 30 37 16 8-13- 3

6-06-16 34-34 10-00-30 49-5-16-5
 5-13-31 99-5-8 90 2-45- 8-15-2-4-3
 9-07-15-15-8 2299-5-7-45- 3-48
 5- 79-11- 03871 13-34-5-3
 135-45-3 34-34 4-27339 2-08
 1 3 444 374-84656 13-36-6-1
 136-48-3/4 9-165-26 2-59-5-4
 12 13-37

Thursday

Begin with N.E. Gale
 on Star tack heading N.W. under
 lower main top sail & on
 wind and weather the same
 3⁰⁰ Big sea and gale continues
 from the fore

84-3⁰⁰ Friday Feb 25th etc

5-40-37 88-48 9-30-11 374
 30 39 16 8-13- 2-244
 6-11-80 335-8 9-38-26 13-25-87
 5-15-22 244-1 90-2-45- 2-24
 99-36 99-35-41 13-28-11
 03-5-2 15-8-13- 04-16-1 3-01-5-4
 135-43- 79-07 06-12 12 13-28
 13 33-58 4-27602
 135-5-8-45-09 4-85-26-2 3-15-22
 927437

This day comes in with
 strong N.E. Trades heading
 N.W. under lower top
 sails fore sail set and spreader
 from being down the same
 3⁰⁰ little better weather plenty
 of fish around Boat-Dry
 4⁰⁰ Billed 4⁰⁰ Caught 1 Dolphin
 6⁰⁰ strong Breeze

87. 3⁰² ~~Friday~~ Feb 26th 04
 5-45-41 = 33' 13- 9007' 5-8 5-6 5-6
 30 41 10 8' 24 41 504 1168
 6' 16 22 33 25- 9' 16 22 8' 24 41
 13- 17 19 99 14 90 2' 48 399 244
 58 6 3 9 00 57 79 01 1044 13- 13' 16 5-8
 15- 33 23- 100 5-6 6 2' 39
 135-14 1/4 45- 36 4' 27 995- 13' 18 97
 4' 85-3 99 3-04-10
 9' 18 37 5- 12 13 19
 15-17 19

This day comes in with strong
 E & E winds rain & squalls
 heading N. 7^e heading N. 7^e E
 from heading N. under calm
 top sails catches jib and spander
 3rd m. Everything on dam

88. 2⁵⁷ ~~Saturday~~ Feb 27th 04 424
 5-40-34 34 03 8' 45 37 25-44
 30 44 10 8' 24
 6' 11 18 34 13 8' 54 01 13' 06 7
 13- 12 25- 98 03 90 2 48 25-4
 9 01 07 98 51 13 13' 09 24
 15- 79 33 046 5-2 2' 59
 135-15- 13 3 4 13 100 5-2 0 13 13' 0
 135-16 45- 20 4' 25-8 5-8 15- 13' 0
 4' 85-2 0 13-1 2 2
 9' 16 23 0

This day comes in with
 light E & E winds heading
 N. 7^e E 9^e comes N. 7^e E
 from E & S. E. saw
 and lowered for better vent
 down N. on. Calm 3rd m.
 Calm. 7^e air from the N.
 heading E & N under all
 sail

1925 Sunday Feb. 28th 1904
 5-44' 16-33' 43 8-23 19 448
 30-46 10 8-24 2688

6' 12 02 33 33 8-31 33 12 36 28
 This 98 26 90 2-48 2-68
 day 15-8 23 98 28 45 12 38 91
 Comes 79- 1046 40 3-02 20
 in with 38-5-3 1004 78 12 12-59
 Calm 45-18 4-27 339 15-15-19
 Wagon 4-85-178- 6-12-02
 Light airs 9-17632 9 3-17
 from N heading E by E 135-45-
 B. Course N E by E 4-14
 Light airs from the N 49-74
 Big swell from the N E
 6th heading E all sail

90 3rd Monday Feb. 29th 57 57
 5-36 14-33 43 8-00 33 471 1171
 30-48 10 8-33 8-33 251
 6-07 02 33 33 8-09 06 471
 Comes 26-11 90 2-8-1 2-8 26
 98-06 98 06 15- 12 45-21
 in with 15-8 10 2-82
 Light 79-05- 104702 12 48-03
 N. N. E 33-5-3 100435- 3 03 06
 winds 45-12 4-27 734 15-15-3-4
 4-85-100 6 07-02
 coming by the 9-17971 9 08 5-2
 wind heading E by E to E No. N
 Light airs from 135-
 the N. Course 2-13
 the same 137- 13.
 8- Big swell from
 N. E 7th heading E by N
 Everything set-

91. 3⁰⁰ Pm Tuesday Mar. 1. 31- 1904
 5-39-22-32-39 7. 37.50 = 57 5-7
 30-30 10 13-8 40 17
 6-10 12 32 49 7. 46.23 492 2-57
 15-22-15-97-44 2.51 2.93-2
 9-12-03-15-6-48 97.4332 12.33.65-
 13- 78.27.0 47333 2.93-
 135- 32.49. 0397 12.36.60
 3 3/4 45-3 5-3 0336 3-09-38
 138. 1 3/4 48-3 86 12.12.37
 9-208 5-2 15-2215-

This day
 Comes in with light N.E. winds
 heading N.W. 6⁰⁰ more round
 heading E. 3 E 9⁰⁰ backed heading
 N.W. 1⁰⁰ heading N by W. 3⁰⁰ Pm
 heading N by E all sail set -
 7⁰⁰ Pm heading N. light air from the E

92. 3⁵⁷ Pm. Wednesday Mar. 2nd 5-14
 5-27-22-33-35- 7. 15.01 6
 30-52 10 8.33 308.4
 5-3-8 14 38.45- 7. 23.34 12.21.37
 15-14-52 27.37 90 2.51 3.08
 9-16-38 97.21 97.20.43 12.34.65
 13- 79.21- 05-23-3 3-02.27
 135- 33.45- 100358 12.12.25
 4-9 1/2 45-36 4.26672 15-1452
 139- 9 1/2 48-399 9.17682

This day comes in with nice S.E.
 winds Course N.E. 4 E anything
 set - Mon Wind from S.E. E
 Course the same 8 E the same
 Bar falling for a storm.
 7⁰⁰ Pm light S. winds course
 N.E. by E

93 Thursday Mar. 3rd 1904

This day comes in with thick N.E. winds and rain more

round sun 90 2'51 12'09'00

Time during 963-747 3'19

The Morning 9th took in light sails N.E. Put ship under

lower top sails and stay sail on Star Jack heading to the N.W. rainy

at times and some wind other times 3rd on Not much wind

but light rain with fog squalls. Big swell Bar. High

7th rainy N.E. winds heading N.W. it under lower top sails and stay sails

5-8 38 963-747 3'19

94 2⁵⁷ Pm Friday Mar. 4th 1904

5-25-49 = 34'00 6'29'04 5-8 38

30 5-7 10 6'37'46 8-7 2234

5-3-6 4-6 34'10 6'37'46 3-5-2

13-12 19 28'32 90 2'54 3'31'2

9 13-33 96'35- 96'34'3-2 11'5-3-97

13- 15-9'17 79'38 105-624 11'3-9 28

135- 45-14 34'10 102'87 3 10'20

38-3-3/14 43-28 4'28-5-14 12 15'12'19

This day comes in with N.E. gale on Star Jack heading to the N.W.

under lower top sails and stay sails Noon wind hauled to the E. More

3rd on heading N.W. E same sail Big swell Bar. High

7th wind hauling more to Star E heading N.W. slaughtered 2 Pigs

95- Saturday Mar 5th 1890
 this day comes in with strong S E winds
 Course E N E 9th came 90
 too full lowry
 fore top sail heading E
 Noon Lat-29° 32' Por. lights
 set in rain at 3rd P.M.
 3rd wind dying out and hauling more
 to the S. Big sea. Bar. falling slowly.
 6th P.M. heading E by S under easy sail
 awfull current - due to the N + E few birds

96 7³³ am Sunday Mar 6th
 10-20-30 = 22° 17' 7³³ a.m. 5-42-45- 3-5-2-2
 30-39 10 1-06-247
 10-51-29 22-27 1-00-224
 20-12-03 8-00 4-43-680
 9 20 36 95-49 4-89-763- 90 2-5-4 11-28-60
 133- 148 169-396 16 95-48-33 3-5-2
 5-9 74-08 = 8-00-33
 140-09 22-27 = 12 11-32
 5-141 20 112 03- this day

comes in with
 Hazy S winds course N E by E
 under lower topsails and foresail
 Noon Cloudy overcast sky
 Passed Triton Is. S. of Black
 Rock. and Penafedden Is. 7th
 Penafedden Is. N. 20 miles
 Black Rock Is. S. 7 miles
 did not see them 3rd strong
 S winds course N E by E
 Big sea strong tide Rips Caught
 fish 6th wind hauled to the
 S + W heavy rain 7th wind
 from the S W, Bar. rising
 under same sail

97 2⁴⁸ PM Monday Mar 7th 1904

5-07-02 = 34.08	5-19-29	5-8	5-8
31.01	8.42	15.22	17.4
5-38.03	34.18	8-42	2-3-4
15-08.10	30.5-9	8-42	2-3-4
9-29.57	95.25-	90	2.5-4
13-	160.42	95.25.17	60.4
135-	80.21		36.2.4
7-14	34.18		
142-29 1/4	46.03		
	4.22435-		
	4.85-730		

This day comes 9+15075- 2-56.42
 in with strong winds 3.0800 course
 N.E. W.E. under lower top sails and courses
 7th heading by the wind E.N.E. noon the
 same 8th PM. big swell on Bar.
 reef down set upper top sails jib stay sail
 etc. Passed fuel storerooms coconut husks
 oranges skins etc.

98 3⁴⁰ PM Tuesday Mar 8th 1904

5-50.41 = 25.49	4-56.08	619
31.03	8.42	5714
6-21.44	25.5-9	
15-52.21	31.23	
9-30.37	95.02	
13-	15-2.24	
135-	76.12	
7-30	25.5-9	
9 1/4	5-0.13	
142.39 1/4	9.33355-	

This day comes in
 with light air from
 the E heading to the N 9th am everything set.
 course N.N.E. noon wind hauled more
 to the S.E. course the same Passed some drift
 stuff Plenty fish 3rd Bar falling slowly
 with wind from the S looker Raining
 all sail ^{under} Drying in From the N.E.
 20 miles diff between the two Cron. 6th PM
 set in raining wind hauled to the
 S.E. Put ship under lower top sails
 and pursued course N.N.E.

99. 3³⁵ Pm. Wednesday Mar. 9th 1904

5. 41. 10 = 27. 28	4. 32. 48 =	59. 0
31. 06	9. 50	13. 90
6. 12. 16	4. 42. 33	9. 50
13. 43. 43	90	63. 4
9. 31. 27	94. 39. 36	44. 3. 8
13. 41. 0		
135. 43. 3/4	107095-	10. 44. 38
7. 7. 05-	100. 1. 44	4. 43
27. 38	4. 37. 93. 4	10. 49. 01
49. 27	4. 88. 07. 5	3. 32. 54
142. 51. 3/4	9. 30245-	3. 43. 43

Comes in with calm had rain during the night. Big swell noon light air from the S course N.E. Everything set fog squalls. Big swell Bar. falling 3⁵ Pm Breeze from the S.W. course the same fog squalls. some drift-stuff 8⁰. Everything the same

100. Thursday Mar. 10th

This day Begins	4. 09. 15-	648
with N.E. Gale	9. 50	4. 33. 6
on Port tack heading	4. 19. 05-	
E & E under	90	10. 29. 20
	94. 16. 08	4. 53
		10. 33. 73

Lower Main top sail and stay
set Noon Hell of a sea running
Bar. Rising slowly No sun 3⁵ Pm
Everything the same heading from
E & E & S & E same sail Out -
Plenty of squid 7⁰ mind
hauling to the E 9⁰ - round
heading N.W. & E Big sea on

Strong tide Rips
to the N.E. The current -
Makes lot of drift. stuff

Gale

10/ Friday Mar. 11th 1904

Lat. 33° 35' N.

3° 45' 43"

660

This day comes in

with E gale heading

3° 55' 33"

4620

N. N. E under

90° 2' 57"

10° 13' 50"

lower top sails and

93° 5' 23"

462

stay sails rainy during the day

10° 18' 12"

Noon wind hauled to the S. E. course N. E. by N.

some sail 3rd P.M. Bar. low. and falling

fast. Big sea caught fish and racks. Showers

at times 8th P.M. wind hauling to the S.

heading to the E under lower main

top sail and lower stay sails sea

going down.

11/ Saturday Mar. 12th 673

This day comes

3° 22' 09"

4711

in with N gale

3° 31' 59"

Mid-night noon

90° 2' 57"

93° 7' 50"

round heading

93° 2' 50"

10° 02' 21"

to the N. N. wind hauling

from the S. E. to S. then round to

the N. 10th A.M. furlled lower fore

top sail heading E. N. E under

lower top sail stay sails and

spanker Noon. Took in 7 7 stay

sail and spanker blowing

strong from the N. N. E 3rd

tomorrow going down and

hauling to the N. E. Bar. Rising

slowly and Big sea running

4th P.M. Big sea and wind getting

rather Bar. working up. gradually and

inclining to haul more to the E

7th P.M. heading N. N. E on. Star. tack

under lower top sails and

stay sails Bar. Rising

Gale

103 Sunday Mar 13th 1904

This day comes in with E. & gale on Star tack heading 90 to the N. N. W. under lower topsails four stay sails and spanker noon heading N. with rain same sail Oct. awfull. head. swell Bar. stationary air getting chily with slight snow 7th P.M. thick rain & winds heading from N. to N. W. & under lower topsails and stay sails

2.58.33
9.50
3.08.23
2.57
93.05.36
9.41.26
478
9.45.99

104 Monday Mch 14th

695-
4863-

11.43.43 = 39.49
31.17
12.15.00
21.48.57
9.33.57
135-15-14
8 11 14
143-26 1/4
39.49
39.39
34.58
92.42
167.39
83.49
39.5-9
43.50
302 P.M.
2.34.54
9.30
2.44.44
90 2.57
92.41.47
108646
100048
4103226
484046
8.95.966
9.24.65-
486
9.29.51
21.39.27
9.30
21.78.57
gale

3-04-25 = 33.10
31.17
3-33-45
15-10-39
9.34.54
13-30
80-28
33.20
47.08
108611
100048
421912
486507
9417078
3.01.09
12 9.30
15-10.39
This day Begins with 7 gale on Star tack heading N. 60 E. some round heading E to E N. E. rainy 9th Clear Noon wind dying out. Big sea 3rd Clear air head getting better weather ship working Bad trans fastening across 6th P.M. set from Main and stay sails heading E. N. E.

143.43 1/2
3rd Clear air head getting better weather ship working Bad trans fastening across 6th P.M. set from Main and stay sails heading E. N. E.

105 - 3rd Tuesday Mch 15th 1904

5-01:32 = 33'15-
 31-27 10
 5-32 5-3 33'25-
 5-11 36 34'53-
 92'18
 9 38 43 16 0 34
 80'18
 133-30 3/4 33'25-
 9 10 3/4 46'5-3
 4'2265-7 = 3'02'24
 144'40 3/4 486330
 9-17661 15-11-36

This day comes in with a gale on
 Port tack heading E.N.E. under
 lower main top sail and stay sail
 down hail and shower squalls
 3rd 1st m. Every thing in same Bar
 High for 6 hours strong
 under Rys down 1st m same

106 2nd Wednesday Mch 16th

4-55-56 = 34'26
 31-23 10
 5-27 19 34'36
 13-06 58 34'36
 91'54
 9 39 39 16 1 06
 80'33
 34'36
 45-57 4'213-84 2'5-8'02
 4'85-65-7 = 8'5-6
 9-15-668 3'06'5-8

This day comes in with
 strong N winds rain and hail squalls
 6th set upper main top 7th furl the
 some from jib hatter set upper top
 sail 3rd Calm Bar very high 3rd
 started to fall 8th m wind hauling
 to the N.E. course is N by W. with
 very light air

gale

Gale

187

Thursday Mch 17th 1904

This day comes in
with black afflat-

6⁰ look in top sails

course of light rain

Hail and snow squalls.

From S. to H. von Gudden

Isaiah 40:3 Hail

small pond N. H. with

Cross peas. and strong tide Ryse

The Y. Light. Then strong. Passes

Though free warm. Gratin

in ~~at~~ overcast sky. Lat. $38^{\circ} 43'$

sail Bar. Riving slowly

188

Friday March 18th

This day comes in

with Strong Ears and

course of under

down wth sail 8

For sail and

stay sails Big sea Bar. falling

Drifted to the S. Lat. 33° 15' and 20'

filled for sail and lower for

Top sail & heading 7. under lo

Main top sail and storm stay sail

blowing gale from the E. with

Heavy sea running few Birds

round. diam. magt 60-
7 1/2

the E. blowing quite hard from

John

109

Saturday Mch 19th

1904

This day comes in with
 E gale laying on
 8th tack heading
 to the N. & E under
 three lower stay sail as full
 sea running Room Every thing in same
 1st started to rain 2nd still blowing with
 rain squalls laying too under same
 sail 7th P.M. blowing hard in squalls.
 ship leaking bad through the upper
 masts Every working fastenings
 all gone in Gale Bar. falling

0° 36' 24"	738
9° 50'	5166
0° 46' 14"	
90° 43' 17"	758.48
	516
	80364

110 8²⁰ Sunday Mch 20th

744

10° 13' 49" = 27° 44' 10"
 31' 31" 10
 10° 47' 20" 27° 34' gale
 0° 25' 35" 34° 50'
 940 15M 90° 20' 90° 19 33-
 13- 15-3 04 055-75-
 135- 26° 32' 10001 20-19-49
 10 27° 34' 36713 7° 46'
 145- 3 3/4 48 48 87676 20° 27 35-
 2 2³⁰ P.M. 932935- Bar. Rising

4° 23' 38" 40° 17' M. 08602 2° 29' 24"
 31' 31" 10 12 7° 46'
 4° 55' 09" 41° 27' R. 4° 09' 606 14 37 10
 4° 37' 10" 34° 33' 4° 82872
 942.01 90° 20' 9° 01 081 This day comes
 16 5-40 82° 34' in with light N winds
 35-30 41° 27' Big cross sea on. 8th tack
 10 42 23 heading to the N. 7th room
 45 30 42 round heading E. N. & made sail
 mind hauled to the N. N. & round under
 lower 10 sails and stay sail 2³⁰ P.M.
 strong N. & N. winds Bad sea Bar. falling
 again 6th Bar. Rising rather the same
 1st commenced to make sail heading
 on & getting smaller

Monday Mch 21st

1904

This day commences

with light N. E. to N.

winds heading from

N. N. W. to N. W. Everything

set course N. N. W.

Yarn all kinds of weather

over head. Clear then cloudy

then rain then strong Puffs. No sight

syn barometer 30. Rainy N. E. winds

heading N. N. W. on the wind pull

a small Puffing in from the N. E.

hauled main sail M. T. G. and Fly Jib

raining squally N. E. winds

112 8⁰⁰ AM Tuesday Mch 22nd

10 00 47 28 48
 31 36 10
 10 32 23 28 38
 20 15 45 35 36
 89 32
 9 43 32 15 1 06
 13 75 33
 135 43 25 58
 10 49 35
 145 633

M.
 P.

0 34 40
 9 50
 0 24 50
 2 57
 90 27 47
 89 32 13

75-5-
 5283-
 7 04 69
 5-28
 7 09 97

2 33 PM

108986
 4 39 713
 4 88 158
 9 36 858

20 08 43
 7 10
 20 15 35

gale

4 28 35 38 58
 31 36 10
 5 00 11 39 08
 1 4 45 23 38 40
 89 32
 45 12 6 4 20
 82 10
 39 08
 43 02

108 022

4 13 447

83 403

9 05 875

2 38 13

12 7 10

14 45 23

This day comes

in with raining

squally winds course

N. under lower top sail and

7th sail 7th wind from S. W.

hauled to the N. and clear course N. set upper Main

and jib noon laying too under lower Main

and stay sail blowing hard from the N. W.

3rd Big sea wind getting rather same sail

7th hail squalls from N. W.

Passed Dead Whale

49

Gale

80 to 100 bbl.

1138 ⁵⁶/_{am} Wednesday Mch 23rd 1907

10' 49' 53" = 33' 40"

31' 38" 10

11' 2' 13" 33' 30"

21' 0' 8" 37 33' 37"

9' 47' 04" 89' 09"

135- 43 16 0 5-6

146- 46 80' 28"

2 ⁵⁰/_{am} 44' 38"

4' 40' 22" = 26' 27"

31' 38" 16

5' 1' 20" 36' 37"

15' 2' 02" 36' 02"

9' 48' 22" 89' 09"

135- 16 1' 48"

12' 5-1/2 80' 3-4"

147' 3-1/2 44' 17"

10' 22' 37" 30' 22"

10' 10' 13" 36' 46"

9' 48' 16" 88' 45"

135- 15 5' 53"

12- 4 77' 56"

47- 4 39' 22"

4' 46' 52" = 34' 37"

31' 40" 16

5' 1' 8" 32 35' 07"

5' 07' 28" 37' 02"

9' 48' 56" 16 0 54"

135- 80' 27"

12- 14 33' 07"

47' 24 43-20

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

O.

M.

0' 58' 20 time of 760

9' 50 0' 48' 30 lights 5320

2' 3-7 2' 3-7

90 51 27 90 00 00

89' 08' 33 6' 46' 52

0' 09' 177 0' 12' 00 21' 01' 45-

4' 21' 912 4' 84' 669 21' 08' 37

9' 13' 763 21' 01' 45-

0' 09' 223 0' 00' 00 12 6' 52

4' 19' 909 4' 84' 398 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

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9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

9' 13' 535 3' 00' 22

Passed dead S.W.

6' 46' 52

3' 33

6' 51' 84

21' 01' 45-

6' 52

21' 08' 37

Bar. Rising

= 2' 53' 30

12 6' 52

3' 00' 22

this day comes

in with N.W. gale

heading N.N.E. under

low top sail and stay sail 9th.

Passed dead

Whale about 80 bbls.

Noon wind moderating

but Big sea heading the same 8th P.M.

Every thing the same 6th squally wind the same

Thursday Mch 24th

1' 21' 58 = 763

9' 50 1' 12' 08

2' 3-7 1' 15' 03-

90' 00 00 6' 28' 23-

88' 44' 33- 3' 34

19482 20 03 39

100' 10 6' 31

4' 32' 028- 20 16 18

4' 86' 889

3-00-54 6' 34

3' 17' 28 under

all prudent sail

Big swell on

Noon comm. with

wind hauled to the S.W.

Bar. falling comm. the

same 6th P.M. pulled up top sail

Main sail wind hauled to S with

main comm. 4.45 P.M. Bar. falling

113 - 2⁰³ Pm, Friday, March 23rd

3.49.41 = 43.13
 31.43
 4.21.24
 14.12.21

this day,
 Cornua

1.45.33 =
 9.30
 35.43
 2.57

904
 5.9
 3.9
 15.94
 9.30
 2.57
 765
 5.35.5-

9 30 57 170 04 in

90. 10 00

135.30
 12 14 1/4

85.02 rainy 88.21 20

6.09.91
 5.35

147.44 1/4

1106 46
 3.937 41
 4.823 96

6.15.26

Laying under

2.06.06
 12 6.15

Yarn top sail 8.868 00 14.12.21

Heading to the N. N. W. 8th set top sails

Yarn sail and Jit or ind from N. W.

Heading N. E. Clear. Yarn Big small

from the S. E. Cloudy. Bar. Low. Bar.

Rising very slow. 6th fuled upper part

top sail heading N. E.

116 Saturday March 26th

This day comes in
 with E winds and
 light. course N. N. W.

2.09.06
 9.30
 1.59.16
 2.57

767
 5.36.9
 5.57.57

Every thing set

2.03.13
 90. 10 00

5.56.87

11th Calm. 12²⁰

87.57.47

squall from. N. N. W. fuled light sails

heading N. E. fuled main sail

3rd light. N. N. W. winds Bar. Low.

for N. winds slaughting Reg

Big small from the S. E.

6th Pm. Strong N. W. winds Dreading

N. N. E. fuled upper top sail and

set spank strong breeze at times

Bar. Rising

26.00

27.03
27.37

28.04
27.33

29.03
30.29

0.12633
0.12686
4.33420
4.88730
9.34889

8.14.24
12.44.3

20.19.07
10.28.33

9.53.32

133.18

148.23

Dr. Kasing

117 8⁰⁰ Sunday Mch 27th 1904

9.44.32 = 25.08	2.32.37 = 768
31.47	9.86
10.16.19	2.33.47
10.10.33	2.3.7
9.54.36	2.25.44
87.34	5-38.09
13-2.39	5-37
76.19	5-38.46
25.13	

3⁰² Pm 5-1.16 4.37.39 = 20-05-17 A.M.
 4.89.12 20.10.55

4.44.22 = 33.219.38034	3-06.28
31.47	12.5.38
5.16.09	13-12.01
15.12.01	
9.55.52	
13-43-	
13.13	
48.5-8	

This day comes in with strong
 7th comes on
 Port Jack heading
 N.W. & under lower
 top sails and foresail from everything
 the same 3⁰² Pm. green water
 tide Rips Bar Rising round and
 weather the same heading the same
 6⁰⁰ Pm. snow rain and hail

118 8.45 a.m. Monday Mch 28th 768

9.55.05 = 26.5-3	2.56.04 = 768
31.49	9.50
10.26.54	2.46.14
20.5-8	2.57
9.54.04	2.49.11
13-43.1	5-14.65
77.20	5-37
27.05	5-20.02
5-0.30	

This day
 Strong 7. E winds come N.W. by 9
 8⁰⁰ A.M. everything set saw number of tentacles
 from corner N.W. wind moderating
 and in Brownish water saw drift
 stuff water getting sticky 3⁰⁰ Pm
 low east sky Bar High the 38⁰⁰
 6⁰⁰ Pm. Put ship under lower top sails
 and stay sail heading N.W.
 Plenty of tentacles round
 on N. Whale grounds

Gale

119 Tuesday Mch 29th 1904

This day comes in with 3:19:27 = 588
 7 E gale thick snow
 storm with hail 3:09:47
 heading N.W. under 3:13:41
 lower main top - 90 00 00
 sail and stay sail 86:47:19
 7:00 Everything the same
 Big sea on Bar. falling 2³⁰ PM
 pulled down main top sail blowing
 hard from the N.E. with heavy squalls
 6⁰⁰ PM thick snow storm and blowing
 a N.E. gale hauling to the N with
 big sea Bar. still falling slowly

120. 8⁰⁰ a.m. Wednesday. Mch 30th

9:53:41 = 24:13:3	12683	3042:47	765-
31:54	10	9:40	5355-
10:28:35	25:03	3:33:07	
20:07:48	41:37	2:54	
9:42:13	86:24	3:36:01	4:37:84
135-	13-30:4	90 00 00	5:13:5-
135-	26:32	86:23:59	4:43:19
10 30 1/4	25:03		
145:33/4	5:12:9		
	2:24 PM		

3:5-9:03 = 42:13
 31:54 10 012610
 4:30:57 42:23 0:00086
 14:13:06 41:33 3:92411
 9:42:09 86:24 483215-
 13- 170 22 888322
 135- 85:11 2-08:23
 10 30 1/4 42:23 12 4:43
 145:32/4 42:48 1306
 and stay sail 3³⁰ PM
 fine weather Bad sea 4⁰⁰ set fur-
 top sail comes E & E 6³⁰ set fur-
 Moderate N.W. winds Yentacks round
 Gale

19) 8⁰⁹ am Thursday Mar 31 31¹¹

1904

9'44'30 = 24'16	0'12644	4'06'02 =	762
31'56	10	0'00105-	
10'1626	24'26	4'38266	9'40
20'1228	41'38	4'89413-	3'3'6'22
	86'01	9'40430	2'3-4
9'46'02	15'2'05-	9'3'59'16	4'19'52
135 = 30 1/2	76'02	86'00'44	5'33
11	24'26	19'58'03	4'24'85
46 30 1/2	51'36	4'25	
	20'03'38		

4'36'34 = 36'12	10	0'12689	This day comes in with light air from the N. E. Every thing set sail saw squid from course N. E. by E 3 ¹¹ 10m. Course N. E.
31'56	36'22	0'00105-	
5'08'30	41'42	4'14175-	
14'55'34	86'01	4'85448	
9'47'0	16'405-	9'12417	
135-43-	82'02	2-51-09	
11	36'22	12 425-	
146-46	45'40	14'55'34	

6³⁰ 10m Put the under lower topsail course 7 E

122 7⁵² am Friday April 1st

9'35'38	23'20	0'12778	4'29'13 =	73-8
31'58	10	0'00126	9'40	5'30'6
10'07'56	23'30	4'39909	4'19'33	
9'53'50	41'50	4'82643	2'54	4'01'28
9'47'54	85'38	9'423457	4'22'27	5'30
35-43-	75'29	19'51'489	0'00'00	4'06'58
11 13 1/2	23'30	4'07	85'37'33	
146-58'1/2	23'59	19'55'50		

4'31'48 = 36'48	10	0'12938	Come in with light - Errinds heading 7 all sail saw fin backs Birds &c from the same High Bar. backed
31'58	36'58	4'12519	
5'03'46	42'04	4'85225-	
4'52'40	85'38	9'10808	
9'48'14	16'440	2'47'5-3	
35-	82'20	12 4'07	
12-3 1/2	36'58	14'52'00	
47'3 1/2	45'22		

6³⁰ shortened sail heading S. E. fine weather High Bar. and Errinds Green Water

123. 8²⁵ am Saturday April 2nd 1904

10 12.00 = 28.16	0.12950	4.32.19 =	58
32.01	10 0.00150	9.40	10
10.34.01	28.26	4.33.261	58
20.22.18	42.03	4.88.061	10
9 48.17	85.14	9.33.42.20	9.40
135	15.5.43	20.18.30	75.3
12 4 1/4	28.26	3.48	3.27.1
147. 4 1/4	49.26	20.33.18	3.43.14
	3.01	85.14.27	3.27
			3 48.41

4.43.13 = 35.00	0.13179		
32.01	10 0.00150		
5-15.14	35.10	4.17.47.4	
15-04.01	42.23	4.85.86.4	
9 48.47	85.14	9.16.66.7	
135	16.2.49	= 3.40.13	
135 11 3/4	81.24	12 3.48	
12	35.10	15-04.01	
147. 11 3/4	46.14		

From Passed from green
in blue water. Plenty of
saw. Killers heading N. E. Plenty of
life around at 6⁰⁰ and sundown heading
to the S.

124 8 ⁰⁰ am Sunday April 3 rd	5.70	5.3
9.39.50 = 24.39	15.70	12.5
32.03	9.30	2.57
10.11.53	10 0.13238	747
20.60.30	24.49	0.00176
9 48.37	42.39	4.38.16.4
135	74.51	4.89.20.3
12 9 1/4	15.2.09	9.40.76.8
147. 9 1/4	76.04	9.08.41
	24.49	84.51.19
	51.15	19.5.7.00
	2.56	3.30
	20.00.30	

4.35.47 - 36.04	0.13293		
32.03	10 0.00176		
5.07.50	36.14	4.13.24.5	
14 58.13	42.33	4.85.39.9	
9 50.23	84.31	16.3.40.9	
135	81.50	14.1.13	
12 30 3/4	36.14	= 2.3.4.43	
147. 35 3/4	43.36	12 3.30	
		14 3.8.13	

on Star back dark. Pls ship
under easy sail heading to the E
with High Bar.

125

Monday April 4th

1907

This day comes in with light airs from the S. thick fog laying under lower topsails and stay sails heading to the E. noon still thick and light airs from the S. W. heading to the S. E. swell coming from the S. E.
 2nd Pm. lead set topsails fore and aft course & plenty of feed for birds
 3rd Pm. saw and looked for 2 R. H. chased until
 6th Pm. light airs from the N. + W. Big small whales still in sight. Plenty of feed

5-38-16 =
 9-30
 5-28-46
 2-51
 5-31-37
 90-00-00
 54-28-23

7-40
 5-18-0
 3-07-30
 5-18
 3-12-48

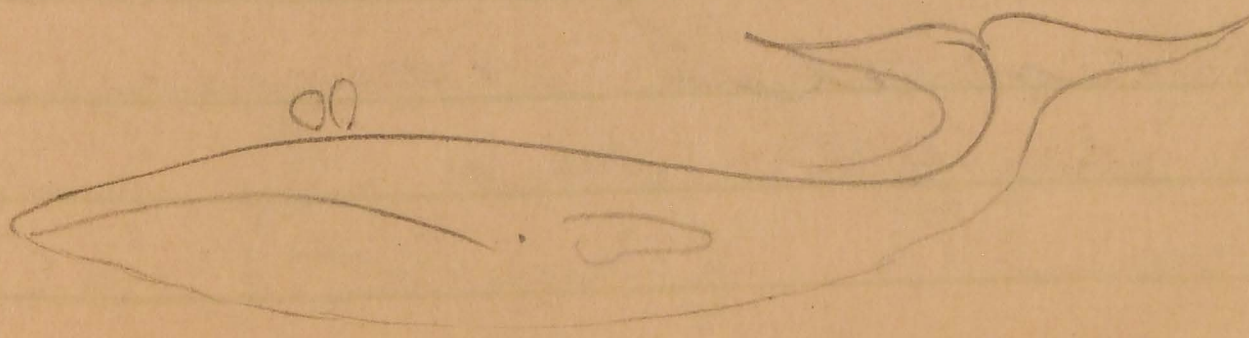
Tuesday April 5th

732

Lat. 42-42 Long 14-8-30
 This day comes in with light. Aips from the S. + W. Bark to the saw. Finbacks & Noon. Dammed Alice Knowles 150 sperm He has seen Not only saw Hump back. Tullshu Finback. & after 8. 10. Aarin broke short off in barrel Put in another spar one all rolled off 5-7 miles. Diff between the two ship arms 5-20 Pm. saw what they called 5-20 Pm. 7 letters to the

6-01-05-
 9-30
 5-3-1-3-3-
 2-51
 5-5-4-2-6
 90-00-00
 84-03-34

513-4
 3-49-64
 5-12
 2-3-4-7-6 S.



127 Wednesday April 16th 1881

This day comes in with moderate E & N E gale 6th A.M. more round heading to the N. under lower topsails and stay sail

6' 28' 49" = 9' 30" = 6' 14' 19" = 2' 51"

7247 = 5065

6' 17' 18" = 90 15 00 = 83' 42' 50" = 2' 32' 17" = 506 = 2' 37' 28"

Alie Knowles to the S. & E 10³⁰ A.M. saw 2 P. Whales near flukes heading to the E by S. Noon wind and weather the same same sail Big sea on. Plenty of feed and green water Bar falling. 6th P.M. more round heading to the S & E A.K. to the N. E 6th P.M. still on Port tack heading to the S & E big sea Bar stationary wind moderating at times

128. 3¹⁹ P.M. Thursday April 7th

4' 49' 52" = 34' 47" = 32' 12" = 34' 57" = 42' 25" = 83' 20" = 160' 42" = 80' 21" = 34' 57" = 45' 24" = 135' 39" = 12 = 147' 39" = 14

6' 46' 26" = 9' 20" = 6' 37' 06" = 2' 48" = 6' 39' 54" = 90' 10' 00" = 83' 20' 16" = 1' 13' 179" = 0' 40' 293" = 4' 22' 433" = 4' 8' 5250" = 9' 21' 159"

560 = 4015-60 = 930 = 714 = 4998 = 21491 = 499 = 21990

in with strong N. E winds heading to the N. 6th more round heading E. S. E. Noon more round heading N. & S. Plenty feed & water Putting tops saw 13th to the S. A.K. 3 P.M. light air from the N. Big sea 6th went on board of the A.K. Calm and big swell

129 3⁵³/₁₀ am Friday April 8th
9.32.20 = 23.50 7.08.56 7.04
32.14 10 9.20 7.04
9.34.34 24.10 6.59.36 492.8 30 miles
9.46.49 42.20 3.48 30
5.2.13 = 82.58 9.7.03 24 1.57.90
149 18 82.57.36 2.02.82
33- 3 3/4 74.39 0.13.12 19.44.47
13- 3 3/4 24.00 0.20.34 2.02
48- 3 3/4 50.39 4.42.28 19.46.49
2²⁹/₁₀ am 9.44.37.4

4.06.25 = 41.16 1.32.14 This day comes in
32.14 10 1.00.32.8 with strong N.
4.38.39 41.26 0.58.27 winds heading
14.32.24 42.28 82.55.1 to the N. E. under
9.5.3 47 166.5.29 0.19.20 top sails and
13- 83.26 = 2.30.54 furlail B &
135- 13 3/4 41.26 12 2.02 to the N. E.
13- 11 3/4 42 00 14.32.56 down gamnel

148' 26 3/4. Nothing 3⁰/₁₀ Andrus Hicks
and Jib Moderate gale from the N. head-
ing E. N. E. under lower top sails

130, 3⁰/₁₀ am Saturday April 9th
4.34.27 = 36.58 7.31.19 = 693
32.16 10 9.20 485.1
5- 06.43 37.08 7.21.59 This day
5- 01.56 42.31 2.48
5- 5- 13 82.33- 7.24.47 1.41.13
162 14 90.00.00 4.85-
35- 45- 81.07 82.33.13 48.98
13- 3 3/4 37.08 1.32.45
48.48 3 3/4 5.9 1.00.36 = 3.00.10 comes

with light. 1.84.16 12 1.46 in
N. E. wind 9 166.48 heading N. W.
Every thing set. Plenty of life
Now heading N. light air from
the E. 8⁰/₁₀ am 6⁰/₁₀ am
But heading down top sail
heading E. about 3 miles from
the S. Plenty of life

Sunday April 10th 190

131
 this day comes in with 7⁵³ 34
 clear B & winds
 day light. Current 7 44 34
 2 43
 7 47 09 4 77 4
 top sail 7³⁰ am 9/0 46 00
 82 12 31 1 24 64
 hauled to ground 4 77
 heading N & W. noon 1 39 41
 S gale set in in rain 1²⁰ pm
 on sound heading E & E same
 sail 4⁰⁰ wind moderating
 and hauling to the W. on
 heading to the S + E easy sail

132 Monday Apr. 11th

7⁵⁴ am
 9 23 10 = 25 03 - 8 15 42 = 670
 32 20 10 9 10
 9 55 30 23 15 - 8 06 32 46 90
 19 50 07 43 25 - 2 45
 81 51
 9 54 37 15 03 1 8 09 17 1 08 42
 15 75 15 90 00 00 4 69
 135 25 13 81 50 43 13 11
 13 38 1/4 3 0 00 13884
 148 39 1/4 10 44 1 19 48 54
 2 37 pm 4 70 586 1 13
 488 425 19 50 07
 4 26 58 = 38 24 9 43 336
 32 20 10
 4 59 18 38 34 13872 2 52 05
 14 53 18 43 24 100 44 12 1 13
 81 51 11489 14 53 18
 9 54 00 163 49 1183648
 13 81 54 9 12852
 135 38 34 30 43 20
 13 30 148 30

this day comes
 in with strong S.W.
 winds heading N & N.E. Plenty
 of food noon more around head
 S.S. E Everything set 7⁰⁰ pm. fueled
 Everything set. W.T. sail and set
 heading to the S + E. Plenty of fimbals
 in sight. tide Rips

133.

Tuesday Apr. 12th

1904

$$9'33'16 = 27'14$$

$$8'37'41$$

$$657$$

$$10'03'38 \quad 27'24$$

$$5'28'31$$

$$479'9$$

$$20'10'17 \quad 43'12$$

$$2'45-$$

$$9'54'39 \quad 81'29$$

$$98'31'16$$

$$0'52'49$$

$$15'2'05 -$$

$$81'28'34$$

$$4'79$$

$$35'30'3/4 \quad 76'02$$

$$1'37'29$$

$$0'57'28$$

$$13'9'1/4 \quad 27'24$$

$$100'482 = 19'3-9'20$$

$$48'39'3/4 \quad 48'38$$

$$4'38'266$$

This day

$$4'23'16 = 38'47$$

$$9'40'012$$

comes in

$$4'57'38 \quad 38'57$$

$$1'36'58$$

The S. E. heading S. S. E

$$4'53'16 \quad 43'06$$

$$100'482$$

Everything set down

$$9'55'38 \quad 81'29$$

$$4'15'3-96$$

Heading S. saw

$$163'32 \quad 9'12'965$$

$$4'83'229$$

Birds Gromps

$$35'45' \quad 81'46$$

$$= 2'5-2-19$$

3rd 1st on light W. S. W.

$$35'9'1/2 \quad 38'57$$

$$12 \quad 5-7$$

Heading S. saw

$$48'54'1/2 \quad 42'49$$

$$14'53'16$$

sail 7th on started

sail for the night - heading S. plenty fuel

134 8^{am} Wednesday April 13th

$$9'36'28 = 28'20$$

$$1'35'40$$

$$8'5-9'32$$

$$32'35 -$$

$$100'5-24$$

$$5'50'32$$

$$10'08'133 \quad 28'130$$

$$4'37'3-49$$

$$2'42$$

$$20'04'25 -$$

$$42'56 \quad 4'86'947$$

$$0'36'88$$

$$9'55'32 \quad 81'07$$

$$9'38'3-60$$

$$8'53'17$$

$$13'2'33 \quad 20'03'44$$

$$90'00'00$$

$$0'41'38$$

$$35'45 -$$

$$76'16$$

$$81'06'46$$

$$13'45 -$$

$$28'30 \quad 20'04'25$$

$$643$$

$$48'53 -$$

$$47'46 \quad 2'38$$

$$4'50'1$$

$$4'30'32 = 38'20$$

$$1'35'17$$

$$in with light N$$

$$32'25 -$$

$$100'5-24$$

$$8'50'32$$

$$5'03'37 \quad 38'30$$

$$4'18'220$$

$$8'50'32$$

$$4'58'14 \quad 42'54$$

$$1'83'174$$

$$2'42$$

$$9'55'17 \quad 81'27$$

$$9'15'435$$

$$0'36'88$$

$$13'2'31 \quad 2'57'33$$

$$9'53'17$$

$$0'41'38$$

$$35'45 -$$

$$76'16$$

$$81'06'46$$

$$13'45 -$$

$$28'30 \quad 20'04'25$$

$$643$$

$$48'53 -$$

$$47'46 \quad 2'38$$

$$4'50'1$$

light S. E. winds come & all sail

saw first adles porpoise killers fresh

squid 7th on. Put her under easy

sail calm. Plenty of life round

135- 13th Pm Thursday April 14th 1905

3 36.25 = 47.05 - 0.13458	9 21.14	629
32.27	9.00	440.3
4.08.32	9 13.14	
14.01.35 - 8.043 - 8.83522	9 17.56	0.21.61
9.52.33	80.45.04	4.40
135		0.26.01
13- 8 1/4		
148. 8 1/4		

This day
 Comes in with
 strong N. E. wind
 thick snow
 storm 10th
 clear Noon
 comes in
 set top sails at
 Main funnel and fit

4.38.33 = 37.50	0.00568
32.27	4.2043-8
5- 11.00	83202
13- 02.48	9.17686
9.51.48	3-02.28
135	26
135- 45-	13-02.54
12 12	

Plenty feed

147. 57 Friday April 15th

136 7.56 am	9.42.46 =	615-
9.32.10 = 27.43	9.00	430.5-
32.29	9 33.46	
10.04.39	2.42	
19.34.49	9 36.28	
9.50.10	90.00.00	0.06.66
135	80.23.32	4.30
12. 30		0.10.96
147. 32.42		

This day comes
 in with light N. wind
 comes S. the S. & S. W.
 then S. & saw sail
 to the E. noon

4.29.39 = 39.36	0.130.33
32.29	0.00612
5.02.08	4.18465
14.55.05 - 80.24	4.82069
9.52.57	9.17199
135	2-54.54
13- 14 1/4	12
148. 14 1/2	17 5.5.05-

comes S. & saw
 another sail to
 the N. E. 3rd Pm
 ship on. Weather

with boats down chasing light air from
 the N. 7th tid in down 2 sails in
 sight 1. Ship Been chasing A Kowloon
 is one dead calm

137 Saturday April 16th 1904

Lat: 42° 02' Long: 108° 37 1/2'

This day comes in with light air from the S. on both tack 2 ships in sight 10⁰⁰ a.m. jammed along Khoru seen Whales twice 4⁰⁰ C.W. Morgan seen Whales once Report 3. A Hales seen nothing lately light air from the S.E. heading to the N. all sail

10 04 09	3 30	5 30
8 50	5 30	5 30
9 53 19	8 50	2 39
2 34		6 00
9 37 58		4 20 0
90 00 00	0 07 93	
80 02 02	4 20	
	0 03 73	

138 Sunday Apr. 17th

4 36 42 = 38 43	10 23 22	5 8 3
32 34	8 50	4 19 5
5 09 14	10 16 32	
5 12 04	2 39	
9 52 50	10 19 11	0 22 16
141 12	90 00 00	4 19
80 36	79 40 49	0 18 07
38 53		
41 43	0 13 33 30	3 02 24
	0 00 708	12 18
	4 21 304	15 02 06
	4 82 311	

9 17 45 5 - This day comes in with light air from the S.E. coming 7 N. all sail 1 Bth in sight. Green common 7 E each group. Plenty of Birds 3th 10th light. S. winds common 7 E Everything set to draw 7th hauled the wind heading to the E.S.E. under easy sail saw grampas

139 8⁰⁵ am on day April 18 1904

9.40.00 = 30.10	0.13.44.6	10.46.20 =	5.20
32.36	10	8.40	13.20
10.13.36	30.20	10.37.45 -	8.40.2
20.06.40	42.48	2.36	5.69
9.57.04	79.28	10.40.21	3.98.3
13.30	13.2.33	90.00.00	8.36.00
13.30	76.16	79.19.39	3.98
148.31	30.20	20.06.40	0.32.02
3.06 PM	45.5.6		
4.41.32 = 38.00	1.13.6.11	3.41.00 = 47.16	135.87
32.36	10	32.20	10.73.7
5.14.28	38.10	4.13.30	47.26
15.06.42	43.02	17.07.01	43.00
9.52.14	79.20	9.53.31	79.20
13.30	16.0.32	13.30	16.9.46
13.30	80.16.2	13.30	8.4.53
148.00 1/2	38.10	13.30	2.07.33
	42.06	148.22 3/4	47.26
			14.07.00

with light S. winds heading to the E. S. E under all sail 1. Sail in sight 8⁰⁵ am course 7. Then 7. by N. then 7. N. saw 7. contacts 7. on course 7. N. 2⁰⁵ course 7. N. by N. 5³⁰ PM land to the 7. N. 50 miles away Isl. of Devtan now over heading to the E.

140. Tuesday Apr. 19th
 This day comes in with 11.07.17
 S. winds thick and 8.40 racing
 heading to the E 10.58.37 under
 Whole main lower 11.01.13 foretop
 and jet down 90.00.00 In sea
 3⁰⁵ PM Thick rainy 78.3.9.47 S. winds
 6⁰⁵ PM light S. winds thick fog
 contacts around Horn going
 tide rises seen water Bar. low

141 Wednesday Apr. 20th 1904

This day commencing
with strong N. wind
course S S E. all sail
7th Am Bth to the
noon course
S S Bth to the S. E
1st course S by S. and drew 1 tick
and Alice Knowles saw few finbacks
Lat: 42° 28' N. Long: 170° 00' W. Cloudy
Y. E. winds steering S by S. all sail
for noon came to heading to S. E. under
down top sail and stay sails

142. 7:49 Thursday Apr. 21st

~~9:17:50 = 26:58~~
~~32:42~~
~~50:32~~
~~73:06~~
~~55:09~~
~~78:18~~
~~147:37~~
~~73:46~~
~~27:08~~
~~46:40~~
~~17:50 = 26:58~~
~~32:42~~
~~50:32~~
~~73:06~~
~~52:34~~
~~177:17~~
~~73:38~~
~~27:08~~
~~46:30~~
~~4:34 = 40:14~~
~~32:42~~
~~50:16~~
~~73:00~~
~~53:13~~
~~160:25~~
~~80:12~~
~~40:24~~
~~139:48~~

~~11:48:27~~
~~8:30~~
~~11:39:57~~
~~2:33~~
~~11:42:30~~
~~90:00:00~~
~~78:17:30~~
~~128:43~~
~~1009:12~~
~~4:44:55~~
~~4:86:17~~
~~9:43:99~~
~~1279:1~~
~~609:12~~
~~4499:2~~
~~8603:4~~
~~9144:7~~
~~5-1~~
~~0:127:00~~
~~0:509:12~~
~~10:4806:25~~
~~49:1733:7~~
~~3-01:41~~
~~12-1:12~~
~~13-00:29~~

~~5-19~~
~~8:63:3~~
~~1:15:22~~
~~3:63~~
~~1:11:59~~
~~19:46:53~~
~~1:12~~
~~19:45:41~~
~~9:50:32~~
~~9:53:09~~
~~19:44:18~~
~~1:12~~
~~19:43:06~~

This day
commencing
in with
strong
E winds
daylight
heading to
the N. corner round
heading S S E
Every thing set
A Hacks round
to the S. E. going
Sperm Whaling
I guess from
the same 3rd 1st m.
heading N. N. E
Set ship under easy sail
heading N. E.

143 2⁰⁷ Pm Friday April 22nd 1904

3'39'40 = 48'46
 32'43
 4'12'25
 15'08'10
 9'55'45
 133'45
 13'11'14
 148'56'14

48'56
 41'55
 77'57
 168'48
 84'24
 48'56
 35'28

128'36
 109'68
 8'989'37
 4'763'60
 8'891'01
 3'09'34
 12'1'24
 3'08'10

12'08'45 = 572
 8'30
 12'00'15
 2'33

12'02'48
 9'00'00
 77'3'71'2
 1'27'4
 3'5
 1'23'9

This day
 Begins on the light
 7th winds come
 7. E plenty Birds

clicks & noon
 Every thing same

3⁰⁰ Pm came the same 7⁰⁰ tied her down
 Plenty food

144 3⁰¹ Pm Saturday April 23rd 1904

4'35'33 = 39'29
 32'47
 5'08'20
 15'05'47
 9'57'27
 133'
 104'6'3/4
 149'21'3/4

39'39
 42'22
 77'37
 15'9'38
 99'49
 39'39
 40'1'10

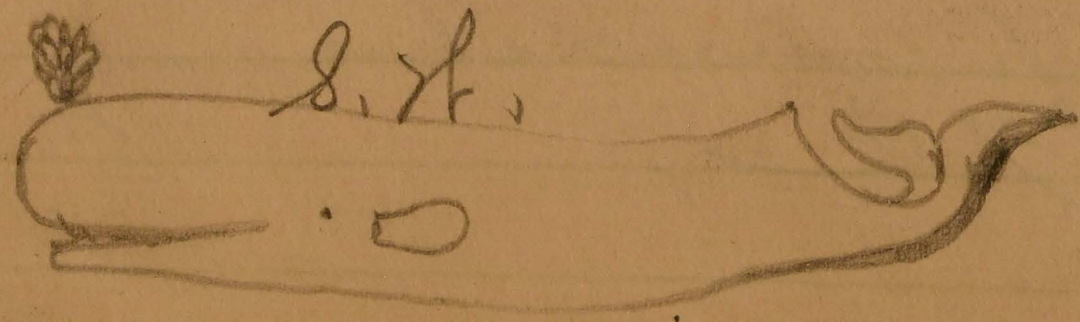
12'28'57 = 484
 8'20
 12'21'31
 2'30
 12'23'01
 90'00'00
 77'36'59
 1'39'31
 3'38
 35'3'3

181'43
 0'10'22
 4'247'48
 4'809'57
 3-07'23
 12'1'36
 15'05'47
 This day

9'198'72 Comes in on the light air from

The N heading N.W. 8⁰⁰ wind
 headed to the N.W. it moved around
 heading N.E. saw plenty Heaps
 first back fed to N.W. wind
 and weather the same 3⁰⁰ Pm.
 the same heading the same

5⁴³ Pm. saw and looked for large lone
 S.W. saw him no more dark. Bored
 S. calm

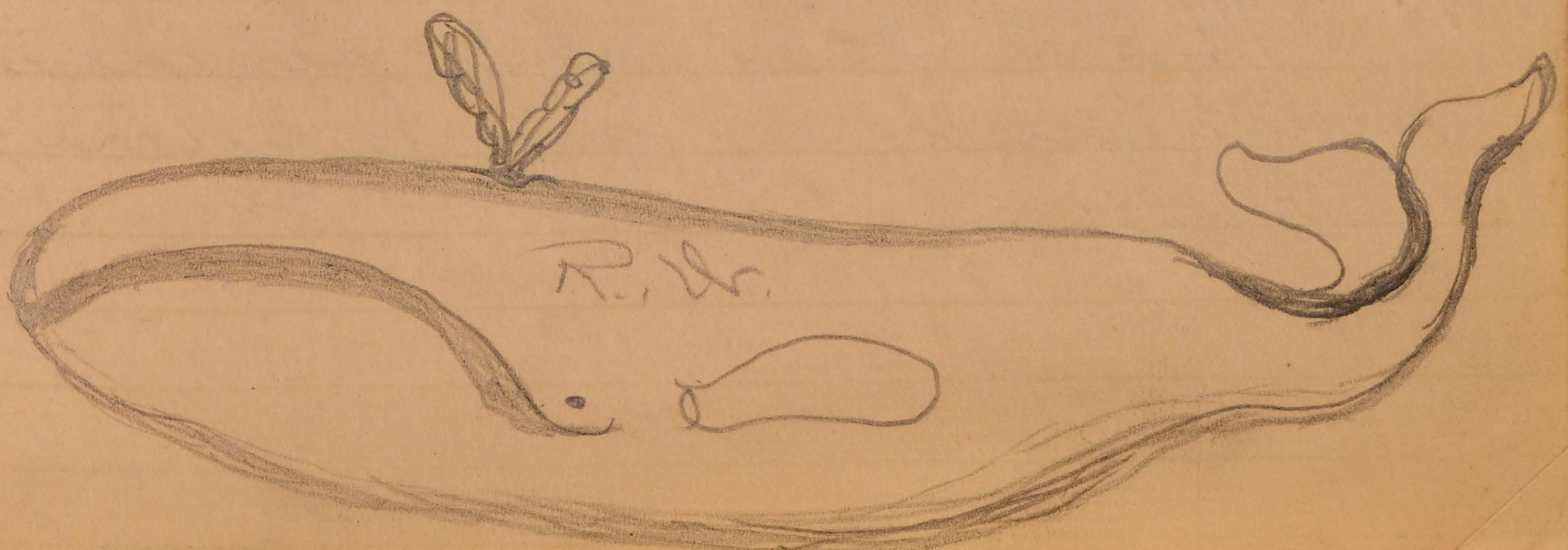


143 Sunday April 24th
 This day comes in with light air from all Round. 10th breeze from the S.W. course. Everything set - saw plenty Birds - grampus puffing Tigs fed the strong Purple Cormorant 7.7.7. Bon. Carr. Put her under lower top sails and stay sails heading 7.7.7. overcast sky all day.

12.48.45	=	190.4
8.10		49
12.40.35		49
2.27		147
12.43.05		2.27
90.00.00		465
77.16.35		3.25.5
		1.50.70
		3.25.5
		1.46.45

146 Monday April 25th
 This day comes in with fresh S winds fog squalls. 6th saw R. St. Linn. Flukes. Bound to the N.E. set in fog 7th am clear ahead N.E. then 7.7.7. saw him no more 9th thick fog. Plenty Birds feed some finbacks 11th heading N. S. St. clear noon clear Lat - 43.36 Rain wind hauled to the S. S. E. heading S. St. 3rd pulled fly jib upper fore top sail strong S winds 4th set in with thick fog wind moderating fast plenty of feed 5th Tom. round Put ship under lower top sails and stay sails heading to the E. thick fog

13.08.26		446
8.10		3.12.2
13.00.16		
2.27		
13.02.43		2.01.64
90.00.00		3.12
76.57.17		1.58.52



gale

147 Tuesday April 26th 1904
 This day comes in with S. Gale thick and raining 5-6 a.m. more rounded heading to the N. 7 30 P.M. more Round heading E. S. E. under lower main top sail and stay sail still thick and rainy. You are hauling to the S. S. more heading S. E. and moderating rig. S. S. running 7th light air from the N. Big swell

13 27 5-3 = 40 48 2
 8 00
 13 19 5-3
 2 24
 3 22 17
 9 00 00
 76 37 43
 2 12 11
 2 98
 2 09 13

148 6³⁰ a.m. Wednesday April 27th

7 56 40 = 14 28 139 44 13 47 08 40 6
 32 56 10 10 12 63 8 00 28 42
 8 29 36 14 38 45 88 5-9
 18 26 40 43 30 48 99 76 13 39 08
 9 57 04 76 15 9 64 0 42 2 24
 13 42 3 18 28 5-9 13 41 32 2 22 11
 67 11 2 19 90 00 2 8
 14 38 18 26 40 76 18 28 2 19 2
 5 2 33 2 56 P.M.

this day
 Begins with light 7.00 wind
 calm S. S.
 all sail
 from Calm
 and fog
 from Calm
 and clear at

4 29 30 = 40 54
 32 56 16 139 44
 5 8 22 41 04 0 12 54
 13 5 9 43 43 30 4 22 06 2
 9 57 17 76 18 48 82 28
 13 16 0 5 29 4 74 88
 80 24 3 02 02
 13 41 04 12 2 19
 14 4 43 9 22 15 5 9 43 3 00
 149 19 14 7th Put ship under easy sail heading E. S. E. wind from the S.

149^{am} Thursday Apr. 28th

9.39.30 = 33.28	13812	14.06.09	470	47
32.38	10	7.30	470	44
12.28	33.38	01313	7.50	2.21
10.47	73.19	36924	3.83	
5.8.19	75.3.9	4.83242	2.21	
	13.2.8.6	35.2916	4.00.40	2.69.3-
	76.28	20.13.16	5.00.00	
35-30 3/4	33.38	2.29	5.5.9.20	2.31.61
49.34 3/4	42.30	20.10.47		2.69
	23.5			2.38.92

This day comes
in with strong
S.W. winds under
loose top sail
and staysail
7th all sail
light S.W.
rounds noon
The same 8th P.M.
heading S.W. under all sail

4.27.41 = 41.21	135.57
32.38	10
1.00.39	41.314.22878
5.9.21	43.104.79636
5.8.42	75.3.99.17414
	16.0.30
35-30 3/4	80.15-12
49.40.1/2	41.31
	38.44

150 2nd Friday April 29th

4.28.17 = 43.03	14.24.56 = 364
33.10	7.50
4.56.17	17.17.06
4.56.45	2.21
	17.19.27
000.28	96.00.00
	75.40.33
50.07	16.8.40
	80.20
	42.13
	38.05

9.16.29 4th Comes in
with light S.W. to S.S.W. winds
heading to the S.E. all sail down
going and water in same
too heading to the S.E.
heading W. under easy sail
time to go S.W. making No R.V.

gale

151 2⁵⁶ Pm Saturday April 30th 190

423.41	41.55	13353	144329 =	460
33.02	10	01432	740	04460013
436.43	42.05	423752	143349	7402
1459.08	42.40	478903	218	342
1002.25	75.22	9117439	1438.07	239.4
15-	160.07	301.55	96.00	2.49.10
150-30 1/4	80.03	12.247	75.21.53	2.39
	42.05	143-9.18		2.46.71
150-36 1/4	37.58			

this day comes in with S gale heading E S E under lower maintop sail and stay sails from heading S under two lower top sails 3rd Better weather by sea 7 Pm comm SW. Bound down S. W. halm

152 2⁰⁰ Pm Sunday May 1st 190

333-18 =	50.29	12961	15-01-47 =	43-16
33.04	11	01495-	730	173
406.22	50.89	402639	145-4.17	7-30.2-1
1409-33	42.06	473901	215	320
	75.03		145-6.32	2340
1003 11 1/2	74.88	90996	90.00.00	237.04
150 45-	83-5.4	2-12.29	75.03.28	2.24
2 3/4	50.39	12.2.54		2.54.40
150-47 3/4	33.15	14.09.35		

3⁰⁴ Pm this day comes in with light 7 E winds comm SW Every thing set from the S.E. to S. heading from SW. to N. Everything set to draw plenty of feed in coral 70 R.H. 7th wind from the SW heading N. N. W under all sail

425.45	41.22	10	12950
33.04	10	01495-	
501.52	41.35	01495-	
15-04.34	42.05	426739	
	75.03	478739	
1802.34	138.40	919923	
150 30	79.20	3-07-30	
3 8 1/2	41.32	12.2.54	
150-38 1/2	37.48	15-04.36	

153 307 Monday May 2nd 1904

431.57 = 495-4	15-12-30 = 298
33.07	15-12-20 = 298
15-14-58	15-14-33 = 304-48
15-14-06	15-14-06 = 304-48
59.08	15-14-06 = 304-48
15-8-06	15-14-06 = 304-48
79.03	15-14-06 = 304-48
42.04	15-14-06 = 304-48
49-47	15-14-06 = 304-48
36.59	15-14-06 = 304-48
477930	15-14-06 = 304-48
919761	15-14-06 = 304-48

Gale comm. S. E. under down top sail's
and stay sails 1st came two full down
fore top sail heading N. Big sea from
moderating fast 3rd. Better than
Bar. Rising and Height 7th Had main
top sail and jib set comm. S. W. wind

15-4 Tuesday May 3rd 1904

This day comm. in with cloudy
N. E. winds course 15-30-18
S. 10th wind haul 15-32-30
d. to the S. then 15-32-30
backed to the N. E. noon 15-32-30

Rainy N. E. winds course S. W. all
sail 3rd. Tem. rainy at times
then clear 1 Bar. falling slowly
course is the same 7th raining
N. E. winds course S. W. Everything
not that nice down saw finbacks
seals plenty of feed

15-5-755-0 mtd Tuesday May 4th 1907

9 28 50 = 31 42	10899	15-5-5-11	280
33 11	01680	7 20	1750
10 02 01	31 52	15-4 7 31	
19 30 28	38 55	2 12	
9 48 27	74 10	15-5-8-03	3 17 63
	144 3 79 41 81 6	90 00 00	1 75 3
135-	72 28	19 53 45-	3 16 88
17 6 3/4	31 52	3 17	
147 06 1/4	48 36	19 58 28	
	3 02	108 48	
4 40 43 = 43 27	10430	70 4	
33 11	43 37	75 5 14	
8-1 13 54	38 50	9 18 7 46	
15 01 33	74 10	15 6 37	
9 47 39	15 6 37	3 14 50	
135- 45 3/4	78 18	12 3 17	
11 45 3/4	43 37	15 01 33	
146 54 3/4	3 4 4		

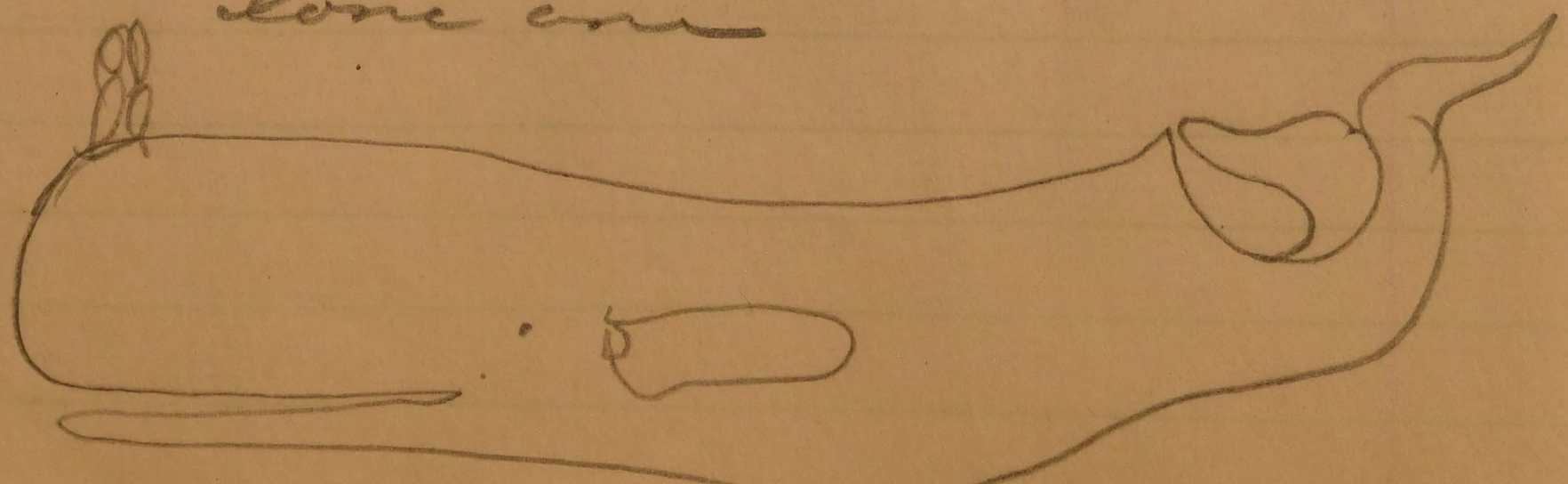
this day comes
 in with light
 2nd mind had
 to the 8th sea
 number of sulphur
 bottoms 3rd 1000 Every
 The same comes The same
 fueled M T S and Fly Jit
 Thursday May 3rd

156 This day comes in with 16 12 28 = 226

8 gallon Port Jack 7 10
 heading N S N under 16 05 18
 lower top sail and 2 09
 stay sail 9 E S N 14 07 27
 going to the N + N. saw him 90 00 00
 70 Mon set in rainy soon. Every thing
 The same 3rd cleared away and
 hauled back to the E 8th 7th 1000
 set lower for top sail heading
 to the S + E big sea on
 Bar. falling slowly for N wind

done on

can



157 7th Friday May 6th 1904

$\begin{array}{r} 33.27 = 31.33 \\ 33.13 - 10 \\ \hline 22.03 \end{array}$ $\begin{array}{r} 106.25 - 10 \\ \hline 96.25 \end{array}$ $\begin{array}{r} 0.642 \\ 49.33 \\ \hline 50.00 \end{array}$ $\begin{array}{r} 72.51 \\ 44.18 \\ \hline 28.33 \end{array}$ $\begin{array}{r} 72.03 \\ 32.03 \\ \hline 40.00 \end{array}$ $\begin{array}{r} 43.34 = 44.54 \\ 33.13 - 16 \\ \hline 10.41 \end{array}$ $\begin{array}{r} 12.49 \\ 38.17 \\ \hline 50.66 \end{array}$ $\begin{array}{r} 56.22 \\ 73.33 \\ \hline 129.55 \end{array}$ $\begin{array}{r} 73.33 \\ 13.6 \\ \hline 86.93 \end{array}$ $\begin{array}{r} 78.28 \\ 45.04 \\ \hline 123.32 \end{array}$ $\begin{array}{r} 43.34 \\ 33.27 \\ \hline 76.61 \end{array}$ $\begin{array}{r} 53.34 \\ 17.56 \\ \hline 70.90 \end{array}$ $\begin{array}{r} 101.57 \\ 186.68 \\ \hline 288.25 \end{array}$	$\begin{array}{r} 16.29.29 \\ 7.10 \\ \hline 23.39.39 \end{array}$ $\begin{array}{r} 2.06 \\ 14.14 \\ \hline 16.20.14 \end{array}$ $\begin{array}{r} 16.24.33 \\ 3.27.40 \\ \hline 19.51.73 \end{array}$ $\begin{array}{r} 73.33.25 \\ 3.28.49 \\ \hline 76.61.74 \end{array}$ $\begin{array}{r} 3.37.08 \end{array}$
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This day comes in with a gale heading S. under lower Main top sail and stay sails plenty of seals round Noon. Running the same 3rd P.M. the same getting better weather round from the N. heading to the S.

158 3rd Saturday May 7th

$\begin{array}{r} 450.38 = 42.56 \\ 33.18 - 16 \\ \hline 43.06 \end{array}$ $\begin{array}{r} 51.33.56 \\ 08.17 \\ \hline 59.51 \end{array}$ $\begin{array}{r} 44.21 \\ 13.40.5 \\ \hline 57.61 \end{array}$ $\begin{array}{r} 77.02 \\ 73.06 \\ \hline 150.08 \end{array}$ $\begin{array}{r} 3.11.57 \\ 12.3.34 \\ \hline 150.8.17 \end{array}$	$\begin{array}{r} 16.46.14 \\ 7.10 \\ \hline 23.56.14 \end{array}$ $\begin{array}{r} 16.39.74 \\ 2.06 \\ \hline 18.45.80 \end{array}$ $\begin{array}{r} 16.41.30 \\ 90.00.00 \\ \hline 106.41.30 \end{array}$ $\begin{array}{r} 73.18.40 \\ 3.33.05 \\ \hline 76.51.45 \end{array}$ $\begin{array}{r} 3.31.81 \end{array}$
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This day comes in with millions of fish round foretack and light-airs from the N heading to the S all sail noon wind and weather the same 3rd P.M. Steamer moved to the E and 7th P.M. Barge to the S & N. plenty of life round no whals. Light-airs from the N & N. shortened sail for the night.

13-9 2nd a.m. Sunday May 8th 1904

4' 22' 24'	48' 30'	109993	- 17' 02' 42" =	7' 10'	4' 10'
33' 20'	10	181933	6' 50'	6' 50'	2' 0'
4' 55' 44'	48' 45'	25721	16' 55' 52'	15' 4'	
14' 39' 55'	37' 24'	70973	2' 03'		
9' 44' 11'	73' 02'	908622	16' 57' 55'	10' 7' 8"	
13-	13-9' 11'	12' 43' 31'	90' 00'	3' 37' 03"	
145-	79' 35'	12' 3' 36'	73' 02' 05'	1' 07'	
11' 2 3/4	48' 45'	143955-	This day	3' 35' 96"	
146-2 3/4	30' 50'				

corns in milk S. H.

Close aboard lowered 5-boats 6th & 8th aback
 whole S.B. struck 10³⁰ whole along side
 light-air from the S. H. 13th in sight
 to the S. & E. whaling I think 11th a.m.
 started to cut 2nd on Head off drive
 used 4 Bombs S.B. store some rain
 from deck 7th case overboard tackle lashed
 and supper. dead calm Bar. High
 Plenty Hells jibacks sulphur Bottoms
 Puffing Regs

160 2nd P.M. Monday May 9th

4' 41' 30'	45' 06'	10157	17' 18' 53" =	40'	40'
33' 22'	10	01995-	6' 40'	122'	3'
5' 14' 42'	45' 16'	32319	17' 12' 13'	19' 0' 3"	
14' 58' 34'	37' 40'	73121	2' 00'		
9' 43' 52'	72' 46'	97586	17' 14' 13'	3' 41' 48"	
13-	13-3' 42'		96' 00'	96'	
135-	77' 51'	3' 02' 14'	2' 45' 47'	3' 39' 53"	
10' 45' 13'	45' 16'	12' 3' 46'			
	32' 33'	45834			

173' 5-3 This day corns in milk fresh
 S. H. winds heading S. by N. Boiling
 under all pendant sail saw jiback
 Sulphur Bottoms Fish Noan wind
 hauling Men to the Dr. 2nd P.M. round
 round heading S. 3rd P.M. empty
 this day Boiling 7th light S. H.
 winds heading S. S. E. under four sail
 and lower top sails and jib
 Boiling

16/ 3⁰⁶ Pm. Tuesday May 10th

44 9.17 = 43 38 10/37 17.37 46 =
 33 24 10 2038 6 30
 22 41 43 48 35 263 17 28 16
 06 37 37 44 73824 1 57
 44 16 72 30921296
 18-3 58 3-10-40 67 38 13
 76 5-9 12 3 43 98 00 00
 43 48 229 47
 46-07 33 11 This day Begins

1904
 39 33
 10 33
 2390 117
 6-30 1-57
 103-
 7
 1735-

3 43 23
 73
 3 42 3-0

10th Pack heading to the S.E. under lower
 top sail fore sail jib and spanker Boiling
 spin sulphur Bottoms 7th overboard
 heading N.W. from the same
 latter finished boiling strong smoke
 8th overboard plenty of sulphur Bottoms
 7th heading to the N.W. under easy sail

162 3²³ Pm. Wednesday May 11th

503-13- 41 41
 33 26 10
 36 41 41 50
 17 54 37 39
 41 13 72 14
 15-1 43
 75-37
 41 50
 34 01

17 50 22 =
 6 30
 17 43 5-2
 1 57
 17 45 49
 98 00 00
 72 14 11

050
 7
 56.0
 3 45 43-
 56
 3 44 89

111 41 = 3-21 39
 12 3 45-
 3 17 3-4
 388 21
 47 75
 585-9

This day Begins with strong
 winds heading to the N.W.
 under easy sail 6th overboard
 8th moderating wind hauling
 to the N.E. Made all sail from van
 till 75-bbls. and allage Everything
 the same 8th Pm. Almost Calm
 calm 8th Pm. calm fine weather
 high Bar. 7th Put her under
 lower top sail heading S.W. good
 looking water sulphur Bottoms
 overboard

165 2⁰³ Pm Saturday May 14th

1901

48.15 - = 56.34 109813
 33.33 10 102309
 56.44 10697
 37.0 546 7054
 71.29 596873
 16.5 18 2.06-12
 82-39 12 3.49
 56.44 1403 23

18.35.23 = 6.00
 18.39.23
 1.48
 31.11
 0.00

36.10 36
 36.10 36
 6.00 108
 0.07 1-48
 0.49
 3-48.5-8
 0.4

48.31.40 = 48.23 109822
 33.33 10 102309
 56.44 10697
 37.0 546 7054
 71.29 596873
 13.7.0 8911 766
 78.342.49.50
 48.33 12 3.49
 30.01 14.46 01

This day comes in
 with light E. & N. winds
 heading N. E. Every thing
 set as on Shark fish
 shiks Plenty of Birds
 from round haul
 To the S. E. heading
 E. & under all sail 3rd Pm.

Bar. falling heading under

166. Sunday May 13th
 This day comes in 18.49.46 = 0.13
 with N. E. gale 18.43.46 11.9
 rain and fog 18.45.34 3.48.46
 heading to the S. E. 7.14.26 3.48.33

6 a run round
 heading to the N. under lower top
 sails and stay sails from round
 round heading to the E. S. E. still
 thick and rainy and blowing
 3rd Pm. pulled down fore top and
 stopped raining 7th along
 squalls from the N. E. heading
 E. S. E. same sail Big sea Bar.
 High at - n. the place

Gall

May 31st

10.36.37
 34.10
 10.30.47
 31.16
 36.40
 68.10
 15.3.26
 27.43
 3.1.16
 26.27
 09204
 132339
 132786
 64817
 9.16.100
 21-13.23
 2.38
 21.10.43
 10.30.47
 9.39.38
 133-43
 144-50
 144-50

Monday May 16th 1904

167 6⁴⁰ am.

$$\begin{array}{r} 756.30.14.09 \\ 33.37 \\ \hline 8.29.57 \\ 18.12.00 \end{array}$$

$$\begin{array}{r} 144.09 \\ 10 \\ \hline 14.19 \\ 36.50 \\ \hline 71.10 \end{array}$$

$$\begin{array}{r} 09670 \\ 02433 \\ \hline 468464 \\ 486235 \\ \hline 966801 \\ 18.13.47 \\ \hline 18.12.00 \end{array}$$

19.08 49 = 330

$$\begin{array}{r} 3.50 \\ \hline 18.5.7.8-9 \\ 1.40- \\ \hline 18.5.9.44 \\ 90.00.00 \\ \hline 71.00.14 \end{array}$$

$$\begin{array}{r} 3.47.78 \\ 28 \\ \hline 3.47.50 \end{array}$$

This day comes in with 7 E gale heading to the E. Under lower topsails and stay sails B⁴ to the 7. E. 6⁰⁰ am.

more round heading to the 77. St. noon spoke C. H. M.

340. Spenn. Reports Alice Knowles 130 Spenn. 70 Right. Holes taken this season. in the spring weather better Big swell from the S. H. 3⁰⁰ am. B⁴ to the H. 7⁰⁰ am. The same

168 Tuesday May 17th

$$\begin{array}{r} 19.17.34 \\ 5.40 \\ \hline 19.11.54 \\ 1.32 \\ \hline 19.13.26 \end{array}$$

$$\begin{array}{r} 340 \\ 344 \\ \hline 5.40 \end{array}$$

$$\begin{array}{r} 34 \\ 92 \\ \hline 1-32 \\ 063 \\ \hline 441 \end{array}$$

144' 24 Long 19.17.34
 37' 15 Lat 19.11.54

Comin. with light air from 90. 10.00
 The 7. E then 70. 46 34

the E jammed C. H. M. then sheet to the S. H. Fantacks to spinn

light tide Rips to from Wind hauled to the S. E heading to the S. H. 3⁰⁰ am. Everything the same

7⁰⁰ am tied her down for the 7. E. M. heading to the S. H. Bar. falling slowly

Wednesday May 18th

169 Comes in with strong 19.30.59 = 38 83
 Sails heading to the 19 3-38 = 33 30 48 99
 S. St. under loose 19 23-29 5-30 1-39
 1.39 86
 Up sails and furlail 19 27.08 60.2
 for St. Hales C. St. M. 70.32.5-2 3.44.75
 Landed going quick to the S. 3.45.35-
 saw plenty of Birds some aulshu bottoms
 Noon. Lat. 37.06 Long. Home 3rd 1st Br
 set in thick and raining heading W.
 on the 7th wind shows 7th some times
 during the day, 7th wind hauled to
 the 7th shortened sail C. St. Morgan
 to the 7. Clear

170 5.5-2am Thursday May 19th 32 32
 38.40 = 9.53 .09765- 19.44.04 32 32
 38.44 1.0 .025-97 3-20 1-36
 12.34 10.03 4.71 5-39 19 38.44 108
 47.5-4 37.00 7.87 5-5-7 1.36 76.3
 35-30 70.23 7.87 5-5-7 19 40.20 3.42.41
 117 269.71 45-8 90 10.00 3.43.17
 5-45 5-8.43 17.51.37 70 19.40 9.29.07
 7 1/2 10.03 17.47.54 33.44
 3.5-2 1/2 48.40 this day 10.02.51
 29.5-3 = 31.42 .09765- comes in 19.38.51
 38.44 7 1/2 am 0 .02604 9.36.00
 38.5-1 31.5-2 4.5-42 29 with strong
 38.5-1 37.1-0 47.86 74 7th winds day light.
 35.12 70.21 92.45 27 4 comes S. St. 7th a.m.
 25- 139 13 19.42.34 course S. 10th course
 3 69.36 19 38.5-1 S. St. Noon wind
 3.78 31.5-2 34.13m Mediating set-
 49.34 = 46.49 .0935-48 Everything seen
 33.77 1.0 .02604 Baskentins Bound
 23.18 46.53 43 5-481 to the 7. E 3rd 1st Br
 58.30 36.37 46 9941 light 7th winds
 35.12 70.21 91 75.76 S. St. same sail
 15-3 5-1 3-0 2-13 7th furlail light-sails heading to the
 76.3-5 12 3.43 good sign so whals.
 46.5-3 14.5-8 30
 30.02
 3.45-
 3.48

Water Temperature 67°

171 6⁴⁴ am Friday May 20th 1904

8.36.03	21.05	0.9482	19.56.49	8.10
33.46	10	0.02660	5.10	3.10
9.19.51	21.13	4.64262	19.51.39	13.1
36.30	2.83	1.33	1.33	9.17
18.45.19	70.09	9.5.9 5.37	19.53.12	3.39.53
9.35.28	127.54	18.48.59	70.06.38	9.1
133.45	63.57	3.41	This day	3.40.47
8.7	21.13	18.45.19	Comer in growth	
143.52	42.42	2.58	rounds heading	
4.47.38	47.20	0.09746	all sail strong	
33.46	10	0.02660	set. Iron sail & Ch	
5.21.21	47.30	4.34268	Jop thale were	
14.55.44	36.56	4.49611	round heading	
9.34.33	70.07	9.16.294	7.14.7.4.30	
135	77.17	2.5.9.24	7.14.7.4.30	
8.30.31	47.30	2.5.5.44	saw and loved for S.H.	
143.34.3/4	29.47		Boats Shute saved 4 thales. S.H.	
			Whales going quick to the S.H.	

172 6⁵⁹ am Saturday May 21st

8.48.47	25.46	0.9599	20.09.14	15.2
19.33.49	10	0.02715	5.10	10.6
9.22.36	25.56	4.59934	20.04.04	
19.08.01	37.15	4.81372	20.05.37	3.36.1
9.35.25	69.57	9.5.3940	90.22.00	1.06
133.45.7/4	66.34	19.11.38	69.57.23	3.37.1
143.51.1/4	25.36	3.37	This day comes	
	40.38	19.08.01	in with light S. wind	
			4 ⁰⁰ am. all hands 5 ⁰⁰ am	

Hooked on 9⁰⁰ whales in made sail head
to the N. Iron wind and weather the same
2⁰⁰ cloudy 5⁰⁰ Pm set in to rain full
Jit heading to the N. Bar. Stationary
Boiling Boal. Steer got cut out
and one of the sailors got to day
by spade 7. set 7⁰⁰ heading N.
and raining with light S. winds
Boiling

173. 3⁰² Sunday May 22nd

5-10-15	45-23	09937	20-57-17	30	1904
33-5-1	10	02785	5-16	498	30
34-06	45-33	437549	20-16-17	5-20	173
06-39	37-18	470824	1-30		
32-33	69-42	925095	30-17-47	12-11	
	13-233		90-10-10	3-32-32	
	76-16		69-42-13	1-21	
8-8 1/4	45-33	3-10-12		3-33-43	
	30-43	12-3-33			

This day comes in with light E winds course S. S. W. thick fog Boiling from calm then cleared air from the S. squ. Hills to 3rd sail to the N. W. heading it under easy sail 8th finished Boiling 8th to the N. + N. light air from the S. W.

174 7th on Monday May 28th

7-10-03	33-36	09937	20-33-07	29	29
33-5-3	10	02827	4-50	4-50	1-27
13-58	33-46	482775	30-28-17	194	
46-28	37-18	477473	1-27	13-8-8	
32-30	69-33	477473	30-29-44	3-27-50	
	140-3	943012	90-10-10	1-38	
	70-18	1949-5-7	69-30-11	3-29-18	
	33-46	3-29			
	36-32	1946-28			

This day comes in with Gale heading to the N. 9th took in juncail and jib come round heading to the E. 29-37 fished down for top sail Noon made sail Better weather S. S. W. Every thing set Course S. S. W. finished sluring down 640H29. 7th fished light sails and juncail heading to the S. S. W.

Gale

175- 3^{1/2} Pm Tuesday May 24th 1907

$$\begin{array}{r} 5-13-411 = 43'02 \\ 33-5-5- \\ \hline 5747'35- \\ 15-19-5-9 \\ \hline 932'24 \\ 133- \\ 8.6 \end{array}$$

$$\begin{array}{r} 20 \cdot 44 \cdot 22 = 20 \cdot 210 \\ 4 \cdot 40 \\ \hline 20 \cdot 39 \cdot 42 \\ 1 \cdot 22 \\ \hline 20 \cdot 41 \cdot 06 \\ 90 \cdot 22 \cdot 00 \\ \hline 69 \cdot 18 \cdot 54 \end{array}$$

8.6
148-04. This day comes in with
light. I went hauling to the
N.E. on dry docks. From 8 until 12
bound to the S.W. raining at times
3 P.M. heading to the S.E. 6 P.M.
saw good sport with S. ran off saw
him no more tied her down for
the N.

Wednesday May 23rd

This day comes
in with E gale
heading S. S. E
under lower
top sails and
stay sails 9 $\frac{1}{2}$

$$\begin{array}{r} 20 \cdot 55 \cdot 22 = 0 \\ \underline{4 \cdot 30} \\ 20 \cdot 50 \cdot 52 \\ \underline{1 \cdot 21} \\ 20 \cdot 52 \cdot 13 \\ 90 \cdot 20 \\ \hline 69 \cdot 07 \cdot 47 \end{array}$$

were round heading N. N. E
 same sail Big sea strong tide
 10 P.M. 3rd wind moderating
 Bar. Rising Water 72° sea going
 down fast. Cloudy all day
 7th More round heading S. S. E saw
 large school of Finbacks

Case

9.41.22 = 33.38 7¹¹/₁₆ am
 33.39
 10.18.21
 9.41.22
 40
 9.40.42
 33.39
 10.14.41
 19.33.32
 9.40.31
 15
 133- 12 3/4
 105- 12 3/4
 143- 12 3/4
 09760-
 02985-
 3-1484
 73967
 40201

$$\begin{array}{r} 19.5-8.48- \\ \hline 19.3-3-3 \\ \hline 10.13-21 \\ \hline 9.4011 \\ \hline 13-40.204 \\ \hline 136= \\ \hline 16 \\ \hline \end{array}$$

177 7 ⁴⁸/₁₀₀ Thursday May 26th
 140.40 = 35.38 09909 21.06.01 = 1904
 33.59 10 12985 4.20 240 26
 14.41 35.48 4.51.227 21 01 41 402.60 175
 35.30 37.13 4.76.093 1.18 23.5 1.18
 40.59 6900 21.03.39 178.5-
 142.039.40.214 90 3-11-57
 71.01 19.5-8.43 68.5-7 01 178
 14 ³/₄ 35.48 3.13 2 ³⁴/₁₀₀ P.m. 3.13.35-
 45.14 ³/₄ 35.13 19.55.30 4.28.10 = 51.10 09389
 14.41 = 35.38 09204 33.59 5.02.09 51.20 02999
 35.34 10 02985 14.40.33 36.20 4.30.704
 40.53 35.48 4.52.563 1.3 38.24 68.57 4.6.56.5-
 6900 4.75.496 135.30 15.6.37 9.08.747
 140.48 40.248 9.36 78.18 2.43.46
 144.36 = 26.58 12 3.13
 70.24 19.58.47 14.48.33
 35.48 3.13
 34.36 19.55.34 This day comes in with
 strong E winds heading
 1st course N. N. W. then

Plenty of Fairbanks Fish Birds from
 everything set - course N. N. W. rain 3rd P.m.
 hauled light sail wind hauled to the N. N. W.
 saw S. W. going quick to N. E. did not
 lower. 5th whales to the N. E. strong N. E.
 winds with rain 5th P.m. raised men
 on the beam. got to them at dark
 did not lower Put ship under ease
 sail whales working to the S. W. School scattering
 some large ones.

175.3 ⁵²/₁₀₀ P.m. Friday May 27th
 43.50 = 36.00 09389 this day 21.16.18 25- 25-
 37.02 10 103048 4.10 402.60 175-
 175.2 36.10 4.52.063 Begins 21.12.08 25 192.5-
 36.30 36.20 4.75.276 1.13.50
 38.38 68.47 with 21.13.23 3.05.2
 141.1939776 St. 90.00 192
 70.38 3.59.57 68.46.37 3.07.13
 14 ¹/₂ 36.10 12 3.07 4 ³⁰/₁₀₀ a.m. lowered P.B.B. Shuck
 34.28 15.56.50
 44-44 ¹/₂ did not get fast - boat back 9 ²⁰/₁₀₀
 11th lowered again W.B. Shuck Bomb-
 line 3rd P.m. Whales still in sight going
 the E. and 2 bombs. 6th Whales to the windward
 miles away 1 man laid up by jammed
 ship under easy sail heading
 the E. E. winds Bar high water to
 School.

181 4⁵¹ Pm Monday May 30th

1904

38.30 = 60.30 109333
 34.08 80.10 103192
 12.38 36.14 410990
 54.39 68.18 457232

21.44.55 = 22.20 22.20
 3.40 3.40 1-04 332
 21.41.15- 1.06 water 70° 23 24

42.01 165.12880747
 8236 1.57.25- 21.43.21
 60.40 2.46 90.00 00 2.43.34
 21.56 1.54.39 68.17.39 2.45.66

29.34 = 38.40
 34.08 0.09333 E winds course W
 03.42 38.50 0.03192 all sail from same
 45.08 36.14 4.49730
 41.26 68.18 4.73735
 143.229.35690 Paved from blue into
 71.41 3-47.54 green water then
 38.50 12.2.46 into blue again
 21.5 32.51 15.45.08 saw sulphur bottoms fish help

Birds 3rd Pm course W. water 66° Tem.
 7th Pm pulled light sails and upper fore top sail
 course W.

182 9⁰⁹ am Tuesday May 31st

22.20 22.20
 3.40 3.40 1-06

56.37 = 51.06 109389
 34.10 10 103233
 30.47 51.16 4.32202
 11.12 36.20 4.65180
 40.25 68.10 9.89954
 15.3.46 21.13.50
 77.53 2.38 90.00 00
 51.16 21.11.12 68.08.51
 26.37 2.43 am.

21.53.43 = 33.0
 3.40 2.45.00
 21.50.03 water 73°
 1.06 2.35.16
 21.31.09 2.45
 90.00 00 2.37.61
 68.08.51

01.08 = 56.57 109343
 34.10 10 103238
 33.18 57.01 4.20848
 14.28 36.13 4.60388
 39.03 68.09 8.93814
 161.25 3.17.06
 80.42 12.238
 57.01 14.1423
 23.41 3.22 Pm.

This day comes in with light-
 E winds hauling to S.E
 course W then N. all
 sail Rain showers at
 7th Pm. Noon wind getting
 lighter. course the same

10.18 = 43.10 109343
 34.10 10 103238
 41.38 43.20 4.44383
 23.17 36.13 4.70390
 38.49 68.09 9.27556
 147.44 3.23.53
 78.52 15.238
 43.20 15.23.17
 30.32 7th Pm.

strong E. set - 3³⁰ Pm.
 Every thing the same
 Plenty of drift stuff Birds
 gone Fish +

4-42 1/4 water spouts rain wind hauled
 round to the N. then calm.
 heading N. wind from E.N.E

183. 2⁴⁰ Wednesday June 1st 1904

$$\begin{array}{r} 428.39 \\ 34.13 \\ \hline 502.52 \\ 15.41.55 \\ \hline 939.03 \\ 13 \\ \hline 135.41.3/4 \\ 9 \\ \hline 144.45.3/4 \end{array}$$

$$\begin{array}{r} 51.31 \\ 10 \\ \hline 51.41 \\ 36.28 \\ \hline 68.10 \end{array}$$

$$\begin{array}{r} 109463 \\ 103283 \\ 731349 \\ 464775 \\ \hline 909070 \end{array}$$

$$\begin{array}{r} 15.609 \\ 78.04 \\ \hline 81.41 \end{array}$$

$$\begin{array}{r} 3.44.24 \\ 12.2.29 \\ \hline 15.41.55 \end{array}$$
 this day began with

26 23 thick rainy W. winds
 with light breeze heading to the N E corner
 round at 6 am heading to the N W
 Party of Fish from cleared away some
 heading the same 3rd P.M. caught 2 fish
 and heading N. S. W. Had every thing
 set all day. 3rd P.M. almost calm. No whales

184 8⁰⁴ A.M. Thursday June 2nd

$$\begin{array}{r} 953.10 = 38.42 \\ 34.15 \\ \hline 1027.25 \\ 14.05.59 \\ \hline 941.37 \\ 15 \\ \hline 135.15 \\ 10.8/2 \\ \hline 145.23/2 \end{array}$$

$$\begin{array}{r} 38.52 \\ 36.40 \\ \hline 67.55 \\ 143.27 \\ \hline 71.43 \\ 38.52 \\ \hline 32.51 \end{array}$$

$$\begin{array}{r} 109576 \\ 103309 \\ 449654 \\ 73435 \\ \hline 935974 \\ 20.11.21 \\ \hline 2.11.19 \\ 12.2.20 \\ \hline 14.08.59 \end{array}$$

$$\begin{array}{r} 22.10.09 = 38.4 \\ 3.20 \\ \hline 22.06.49 \\ 1.00 \\ \hline 22.07.49 \\ 90.00.00 \\ \hline 67.53.11 \end{array}$$
 This day

$$\begin{array}{r} 501.30 = 39.40 \\ 34.15 \\ \hline 835.45 \\ 15.16.45 \\ \hline 941.08 \\ 15 \\ \hline 135.15 \\ 10 \\ \hline 145.15 \end{array}$$

$$\begin{array}{r} 39.50 \\ 36.28 \\ \hline 67.53 \\ 144.10 \\ \hline 72.05 \\ 39.50 \\ \hline 32.15 \end{array}$$

$$\begin{array}{r} 109463 \\ 103324 \\ 442461 \\ 469367 \\ \hline 924815 \\ 10 \\ \hline 44.50 \\ 36.28 \\ \hline 67.52 \\ 149.10 \\ \hline 74.33 \\ 44.50 \\ \hline 29.45 \end{array}$$

$$\begin{array}{r} 3-19.05 \\ 12.2.20 \\ \hline 15.16.45 \end{array}$$
 Comes in with light N. W. wind heading N. N. E set all sails from corner N. N. W. saw

Examples fish Birds 3rd P.M.
 from the S. W. corner N. N. W. all
 sail Out: strong E set Her Bar High
 7²⁰ P.M. Millions of Fishes full light
 sails corner N. N. W.

$$\begin{array}{r} 40.10 \\ 37.10 \\ 67.46 \\ \hline 145.14 \\ 72.37 \\ \hline 217.51 \\ 32.19 \\ \hline 0956 \\ 0305 \\ 47503 \\ \hline 333.52 \end{array}$$

$$\begin{array}{r} 20.15.11 \\ 2.11 \\ \hline 20.16.00 \\ 10.35.37 \\ \hline 9.40.23 \\ 133 \\ \hline 145 = 3-3/4 \end{array}$$

20 bbls. 4 gal.
 Put down dead
 whale
 1st bbls.
 6 Bombs.

made with a H. Pick
 17-12 1/2

1858 17 am Friday June 3rd

0'01'20 = 40'08'09
 34'17 10'03673
 135'37 40'18'448723-
 13'32 37'10'442198
 37'55- 64'46'934437 6
 144'14'20'13'43
 72'07'20'13'32
 40'18
 44'28 3/4 31'49

1914
 22'17'48 190 29
 3 10 3-10 57
 22'14'38 401
 37 2807
 22'15'35- 2:08.09
 90-1000 280
 64'44'35- 3'10'89

This day comes in with light
 8 winds come with 7 then
 4. 7. 7. all sail 9th saw sand Tams.
 also struck 10th Picked up dead whale
 cut him in 12th saw Bth 1:30 saw and
 lowered for S.H. Mated with a Pick
 P.B.B. struck took whale alongside
 the anchor. Pick's takes half 9th P.M.
 Boiling anything pulled shell along
 side Reports Mr. M. saw a. Pick's

240 225- P.M. 186 Saturday June 4th 1860

4'13'15 = 54'38'11073
 34'19 16'03402
 47'34 54'43'24233
 46'39 37'32462948
 39'05- 67'379'00673
 13'9'52 228'40
 79'56 2'01
 54'43 22639

22'25'03 = 417
 3 10 2919
 22'22'03 2919
 34 115828
 90-1000 291
 67'37'03 281'19

This day comes in
 with S.H. winds Bth to the
 S.H. 9. 4. 4th all Hands. Hooked on
 head off Breakfast 11th Case on
 deck. 11th dinner 1st case on and 2nd were
 Boiling ran the keel from the
 dead whale 20 bbls 4 gal. 2nd P.M. Heading
 under from top sails and stay sails
 7th set in thick fog
 junk cut up clear
 decks and Boiling
 heading to the N.W.
 under easy
 sail

10084 37'31'10084
 03402 34'19 16'03402
 45920 37'32462948
 72552 67'379'00673
 934988 13'9'52 228'40
 54015 79'56 2'01
 3419 54'43 22639
 14428 225'13

1893 ⁴³ ~~43~~ ⁴³ Tuesday June 7th

34.36 = 39.54	10239	22.44.27	1904
34.26	10	2.30	137
09.02	40.04	22.41.57	13
42.43	87.49	45-	45
33.41	67.17	22.42.42	3.2 1.3
	145.1	90 10 10	
	72.33	7.17.18	1.26.69
	41.114		3.21
43-25/4	32.31	34243	12990

Comes in with thick fog and breeze from the S heading N. S. & under easy sail. Iron Cleared away. Made soil wind hauled to the E. came down the oil 87 bbls 12 1/2 gal 1/2 to the Hicks 3rd. Iron seen Fish Water 62° very light. and arrived from the S. Bar. low 5-50th. Heavy Earthquake shock Bar. started up. Big swell on. Water 63°

190 Wednesday June 8th

This day comes in with thick fog and calm. Every thing round the ship but S.W. Iron clear. Had every thing on. Iron light and from the N. Throwing back to the S.E. heading S.S.W. Bar Raising 7²⁰ pushed light sail and courses heading S.S.W. Big swell from the S.

34.36	39.54	10239	22.44.27
34.26	10	2.30	137
09.02	40.04	22.41.57	13
42.43	87.49	45-	45
33.41	67.17	22.42.42	3.2 1.3
	145.1	90 10 10	
	72.33	7.17.18	1.26.69
	41.114		3.21
43-25/4	32.31	34243	12990

191. 8¹⁸ Thursday June 9th 1904

$10' 12' 00'' = 41' 10''$ $10' 53''$ $22' 53' 24'' = 1' 36''$
 $34' 30''$ $10' 35' 53''$ $22' 53' 14''$ $48' 00''$
 $10' 46' 30''$ $41' 20' 44' 66' 33''$ $39' 33' 8''$
 $20' 20' 44''$ $37' 30' 47' 19' 94''$
 $9' 34' 10''$ $67' 08' 9' 32' 23' 7''$ $22' 53' 53''$
 $13' -$ $145' 58''$ $20' 21' 47' 90''$ $1' 04' 00''$
 $135' -$ $32' 1/2$ $72' 59''$ $107' 6' 7' 06' 07''$ $3' 33''$
 $41' 20''$ $20' 20' 40''$ This day comes 07
 $143' 32' 1/2$ $31' 39' 20''$ Run in with light.

$4' 03' 00'' = 57' 56''$ 109976 Trade and raining
 $34' 30''$ $10' 35' 53''$ heading then clear
 $4' 37' 30''$ $58' 06''$ $2' 18' 033''$ course S. S. W. wind
 $14' 11' 35''$ $37' 22''$ $4' 59' 51''$ hauled to the E
 $9' 34' 05''$ $67' 06''$ $89' 11' 07''$ then to the S. wind
 $13' -$ $162' 34''$ $2' 12' 42''$ round heading
 $135' -$ $81' 17''$ $12' 1' 07''$ where E. 2nd set in
 $8' 30''$ $58' 06''$ $12' 1' 07''$
 $143' 31' 1/4$ Inside fog Big small Walrus 62
 $4' 35' 02''$ from still foggy - heading E all sail
 $5' 20''$ B. to the E. A. H. clear $12' 12' 36''$

192 5⁰³ am Friday June 10th

$10' 10' 35'' = 39' 31' 0''$ 09909 $23' 00' 17''$
 $34' 32''$ $10' 03' 58''$ $2' 10''$ $3465''$
 $10' 35' 07''$ $39' 41''$ $4' 49' 037''$ $22' 58' 17''$
 $20' 12' 16''$ $37' 13''$ $4' 72' 783''$ $36''$ $0' 52' 29''$
 $9' 37' 09''$ $67' 03''$ $9' 353' 10''$ $22' 58' 53''$ $346''$
 $135' -$ $143' 59''$ $20' 18' 12''$ $90' 00' 00''$ $0' 55' 75''$
 $9' 15' 7/4$ $71' 59''$ $5' 6''$ $67' 01' 07''$
 $144' 17' 1/4$ $39' 41''$ $20' 12' 16''$
 $237''$ 09841 This day comes in
 $4' 35' 02'' = 51' 14''$ 03592 with calm A. H.
 $34' 32''$ $10' 43' 26' 12''$ in sight. From
 $5' 09' 34''$ $51' 24''$ $464749''$ Every thing the
 $14' 46' 55''$ $37' 08''$ $9' 18' 794''$ same 3rd Breeze
 $9' 37' 21''$ $67' 01''$ $2' 47' 57''$ from the N. W.
 $135' -$ $15' 5' 33''$ $12' 5' 6''$ jammed O. H.
 $139' - 15' 5' 1/4$ $77' 46''$ $14' 46' 55''$ got to land
 $51' 24''$ $26' 22''$ $20' 18' 12''$ from here
 $144' 20' 1/4$ $26' 22''$ $20' 18' 12''$ Dutty Calm
 Full light - sails covered
 up.

1932 37th P.M. Saturday June 11th

$$\begin{array}{r} 34'17'' \\ 34'33'' \\ \hline 08'52'' \\ 46'44'' \\ \hline 37'52'' \end{array}$$

$$\begin{array}{r} 51'19'' \\ 10 \\ \hline 51'29'' \\ 37'19'' \\ \hline 66'56'' \end{array}$$

$$\begin{array}{r} 109940 \\ 103619 \\ \hline 432261 \\ 464775 \\ \hline 910602 \end{array}$$

$$\begin{array}{r} 15'54'' \\ 77'52'' \\ \hline 51'29'' \\ 26'33'' \end{array}$$

$$\begin{array}{r} 28'04'45'' \\ 1'50'' \\ \hline 23'02'55'' \\ 33'' \\ \hline 23'33'28'' \end{array}$$

$$\begin{array}{r} 1904 \\ 11' \\ \hline 10'10'' \\ 1-50 \\ \hline 33'' \end{array}$$

$$\begin{array}{r} 0'40'31'' \\ 3'32'' \\ \hline 0'43'83'' \end{array}$$

This day comes in with calm
 S.W. astern A.H. to the E. set Ensigns
 Mizzon to Mate lound fire boat - The
 Heek lound Hickers Boat - Buck 2
 saved 1. Towed him to the Ship at 1³⁰ P.M.
 Nice breeze from the E. & E. every thing set -
 S.B.B. B. Gun go off Bomb Busted in the air
 whale went to windward quick 7³⁰ P.M.
 Put her under easy sail heading to the S.W.

1932 37th P.M. Sunday June 12th

$$\begin{array}{r} 03'27'' \\ 34'37'' \\ \hline 38'04'' \\ 14'49'' \\ \hline 36'43'' \end{array}$$

$$\begin{array}{r} 45'50'' \\ 10 \\ \hline 46'00'' \\ 37'30'' \\ \hline 66'53'' \end{array}$$

$$\begin{array}{r} 10053 \\ 103635 \\ \hline 41778 \\ 68807 \\ \hline 15023 \end{array}$$

$$\begin{array}{r} 75'11'' \\ 46'00'' \\ \hline 29'11'' \\ 13'14'' \end{array}$$

$$\begin{array}{r} 28'08'48'' \\ 1'40'' \\ \hline 23'11'7'' \\ 30'' \\ \hline 23'07'38'' \end{array}$$

$$\begin{array}{r} 1904 \\ 11' \\ \hline 10'10'' \\ 1-50 \\ \hline 33'' \end{array}$$

$$\begin{array}{r} 0'28'09'' \\ 3'54'' \\ \hline 0'31'68'' \end{array}$$

This day comes in
 with rainy S.E.
 winds heading to the S.W. 9th wind haul-
 ing to the S.W. Stopped raining fuelled
 down fore top sail & on more round
 heading S. wind from W. Big Box
 Rising for squalls. 3rd wind getting
 better set top sail and stay sail
 fine weather heading to the
 S.W. from the N. under easy
 sail

1953⁰⁷ Monday June 13th 1904

5-02:31 = 46-18	23-12-28 = 5-2
34-39	1-30
5-37-10	23-10-58
15-12-33	27
9-35-45	23-11-25
13-45-14	90
143-36-14	66-48-35
	Comes in

with light air from the N. Course S. Made all sail from wind hauled to the S. N. from round heading S. saw Scho to the N. 3rd course S. N. rainy with light air from the S. N. 7th saw Scho and saw. Ran to the N. pulled sails heading to the N. wind from the S. E.

196 8:14 am Tuesday June 14th

10-08:30 = 40-54	10998-7	23-15-42	52
34-39	10	1-20	368
10-43-59	41-044	23-14-22	
20-19-23	37-20	24	0-03-1
9-36-24	66-47	23-14-46	36
15-	145-1	66-45-14	0-06-7
135-6	72-38		
144-06-	41-04		
3 ² / ₁₁ 100	31-31		
5-16-38 = 43-23	113678		
34-39	10		
5-15-17	43-33		
15-27-33	37-409		
9-36-36	66-45		
135-	147-38		
9-9	73-39		
144-09	43-33		
	30-26		

Course N. Then N. Then E. N. E. Yert hauled to wind heading S. E. 3rd course hauled to the N. S. N. Course N. saw Henry from the N. 7th Put Beech on lower top sails heading to the N. E. 5-junks in sight saw. Sharks sun fish and Schools of Fish

197 3⁴⁴ PM Wednesday June 13th 1904

37.49 = 38.43	10245	23.18.32 =	5.32
34.43	08695	1.10	7
12.32	38.33	4.49692	
31.50	37.30	4.73396	
39.18	66.42		
143	23.9.37031	23.17.43	0.09.61
71.42	3.51.24	90.12.00	3.72
44.12	38.33	66.42	17
44.12	38.33		0.05.89

This day comes in with strong 7 winds heading E & E under all prudent sail sail 5-junk 8 Schr from all sail heading E 3³⁶ wind from E & heading E by S 3³⁶ course S E 7²⁰ judd light sails course S by R wind from the N E tide Ripe birds junks fish but no whales.

198 2⁰⁰ PM Thursday June 16th 1904

35.4.10 = 39.14	11053	23.20.58 =	3.75.9
34.46	10	1.00	
28.56	59.24	4.15.5.08	
17.14	37.20	5.80.70	
38.18	66.40		
163	3.4.87337	23.20.28	0.22.44
81.47	3.06.5.4	90.00.00	3.75
59.2.4	12	66.39.32	0.18.69
22.2.3	13.10.7.04		
42.54	3.23		
43.04	110073		
37.32	103706		
66.40	4.44992		
9.29.40.7	4.70633		
73.38	3.30.41		
43.04	12		
30.34	13.31.00		

This day comes in with light 8 winds course 7 at all sail two junks in sight from the same 3⁰⁰ PM same course the same 7²⁰ PM under lower top sails aback saw junks 2 round in shore wind from the S E

199

Friday June 17th 1900

This day comes in 23 22 39 = 3 40
 with thick rain 23 22 39 3 78 0
 & winds shifted 23 22 24
 yet under way 90 00 00 0 33 37
 Top sail strong 66 37 36 0 31 59
 Muzz 6⁰⁰ heading to the
 E.S.E. Cleared away at 10⁰⁰ Noon
 heading the same under all sail
 for squalls 1⁰⁰ P.M. S.S. under
 The two small whale did not
 see them No more Stead S.S.
 all sail at 8⁰⁰ water 61⁰⁰ 4⁰⁰ P.M.
 thick fog again 6³⁰ put her under
 lower top sails heading E.S.E.

300. 1. 57⁰⁰ P.M. Saturday June 18th 3-41

3 47 55 = 60 46 1 02 68
 34 50 10 03 722
 4 22 45 60 56 4 10 5 99
 13 59 02 37 48 4 5 68 3 4
 66 37
 9 36 17 145 2 18 8 144 3
 135 82 44 1 58 1 7
 9 4 1/4 60 56 12 5 9 0 2
 21 44 13 5 9 0 2
 144 4 1/4

23 24 35 = 3 78 7
 23 24 30
 23 24 9
 90 00 00 0 48 34
 66 35 46 0 44 5 6

This day comes in with
 light air from all round saw
 Grampus fish jumps 9⁰⁰ water 65⁰⁰
 from keeze from S.E. course & all
 sail passed through every thing
 you can think of in the line of
 whales but the right one 5-2
 10⁰⁰ Millions of response & jump
 Still Steaming 7⁰⁰ spitting rain
 1⁰⁰ P.M. Put her under all sail
 Raining & winds on both decks
 during the night -

20/2¹⁶ Pm Sunday June 19th 1904

4'10-10 = 55'5-1	105-88	23'28-46 =	5-42
34'3-2	10	30	7
44'5-2	5-6'01	03738	
24'5-6	38'24-2	1836	
40'0-4	66'34-46	1717	
	1605-9897876	23'25-32	
	80'292-23-58	90'10-10	1'01'38-
	56'01-12	58	3'79
	24'28142456	66'34-28	0'5-7'5-6

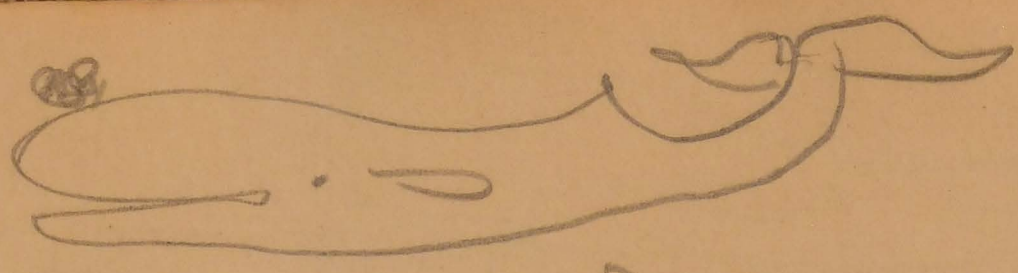
Strong N.E. winds come E under
all prudent sail saw plenty of Finbacks
Porpoise Birds tide Ripe and Kelp upon
everything set to draw. Course E 3rd Pm.
Course S.E. sulphur bottoms 9th
7th Pm. shortened sail heading to the S.E.

202 2¹⁰ Pm. Monday June 20th

32-20 = 57-19	10327	23'26'33 =	5-42
34'5-4	10	23'26'53	7
17'14'51	29'43'1788	23'26'26	379'4
49'14'37'5-8	46'49'78	23'26'26	
	66'34'9'10831	90'10-10	1'14'36
42'0'15'6'01	3'47'56	66'33'34	3'79
	78-00 12 1'18		1'18'15-
80'51'29	144'9'14		

26 31 This day Begins with
light air from the S.E. heading
to the S.E. day light - made across
on calm plenty of life Birds & Fish
8th Pm. surge from the S.E. heading
to the S.E. all sail set - Bar. high
7th Pm. set in rain. Put - Ship under
easy sail heading to the S.E. W
wind from the S.E. orator 66°
sulphur bottoms finbacks Porpoise
Fish and plenty of Birds
Bar Rising

10131	3-20'32	145-25
103744	12-1'31	
422276	13-22'07	
469279	14-11'27	
9-23-432	19-41'40	
	133-15-	
	10-10	
	145-25	



203 1st Pm Tuesday June 21st 1904
 3.51.45- 59.12 10180 23.26.54 1904
 34.57 59.24 03744 this 90 00 00 3787
 4 26 42 37.43 415245- day 66.33.06 127.36
 14.88 2.4 66.33 48162
 9 4.1 42 163 40 87331 Comes in with 131 14
 13- 81.50 2.06.53 light S.W. winds
 10-10 1/2 59.24 12 131 heading from N
 145-25 1/2 22.26 1408 24 S.E. upon heading
 to the S.E. with light S.W. winds
 3rd Pm. Plenty fish birds Sulphur
 Bottoms go on Pm heading S.E.
 with light S.W. winds something
 awful no whales to be seen round
 When we have seen thousands 7th Pm
 saw school S.W. 2 miles going quick
 The S.E. in sight at dark.

204 8th am Wednesday June 22nd 5-3 9
 10.12.10 = 42.51 09909 this day 23.26.57 37 73
 34.59 10 03744 Begins 23.27.01
 10 47 09 43.01 4455-89 with 23.26.58 1.40.3
 20.30 1.5 37.15 470396 90 00 00 3 77
 9 43 06 66.33 9.99638 66.33.02 36 5
 135- 73.24 20.28.38 fog
 10.43 1/2 43.01 20.30 15 at sunrise
 145-46 30.23 7th Clear all sail
 2nd Pm 10044 heading to the S.W.
 4.04.55 = 56.32 03744 upon Colum St.
 34.59 10 42236
 4 39 54 56.42 46085-9 light air from
 14.23-05 37.29 46085-9 The N.W. course
 9 73 11 16 0 44 2.21.28 S.W. 4th Pm. light
 135-45 80.22 12 137 breeze from the
 10 2 3/4 56.42 14.2305- S.W. heading N.W. all
 145-47 1/4 23.40 sail 5th Pm Plenty of porpoise
 sound

8th am. June 22nd 1/2 43.89.1/2
 10-12.33- 10.47.38
 33.50.33
 42.42 10
 2.5-2 44
 3 3 3 3
 66 147 10
 73.33 3
 42.5-2 30 43
 161 90
 037 30
 457 20
 708 24
 298 72
 20-28-08 2.03
 20-30.08
 10 47 30
 9.42 38

205 - Thursday June 23rd 1904
This day comes in North 23 26 23 used
8th rounds 5th AM 20 20 bombs.
S. H. Chased 2nd 10m 23 26 43 2 B2 & B1.
7 Whales alongside 23 26 37 P B2 & B2
3rd Hooked on 90 00 00 8 B.B./.
Cut in 3 Whales 66 33 23 Whales
Left: 4 cows and 1 large one along
side around from the S W fin
weather Bar. Jilted Cows New-
Boiler over the 5th 500 whales 23m

206 Friday June 24th
This day comes in with fin 23 25 30 3 31
Weather S.W. winds 4th Hooked 23 36 00 37 17
On the large one hook broke 23 35 57 2 06 02
At him day took in the 90 00 00 3 71
small ones from large 66 34 03 2 02 32
must start on to cut: 4th 10m Head off body in
let head lay along side 7 heads on deck.
getting Ready to Tril clearing away heads.
7th Calm. smoothy fin day 7th Calm
and thick fog. Boiling 7th 5 26
207. 8th 90m Saturday June 25th 36 8 2

10 45 - 42 32 10386 This day Begins 23 24 13
3 05 - 11 03 733 23 24 33 2 18 72
4 50 - 42 42 44905 - with light 23 24 12 3 68
3 34 - 38 03 71 42 90 00 00 2 13 07
4 47 - 66 35 230166 air from 66 35 19
5 45 - 147 20 20 27 19 The S Hauling to the E. Boiling
5 56 - 73 40 20 29 34 took in head from case on
42 42 junk cut up 8th Passed Bound
3 03 8 M.E. 2nd 10m 8th top Sail and
lay dails heading to the S.W. 4th 10m
3rd in foggy M.E. det. Red Bar. High
5th 10m Boiling and driving it. Small to
North 8th 10m Thick fog 8 rounds
and Boiling

20 8 2 ⁴⁵ P.m. Sunday June 26th 1904
 4 33 49 = 51 17 104 86
 35 07 16 137 22
 51 27 312 50
 3 08 56 38 15 682 80
 14 58 11 66 37 91 072 3
 9 44 15 186 19 2 47 43
 13 10 13 3/4 78 09 12 228
 143 18 3/4 51 27 14 50 11
 23 22 31 5-2/7
 23 23 21 36 47
 23 23 06
 90 1000 2 31 3
 66 36 54 2 27
 with truck

26 42 fog S.W. winds heading
 W.N.W. under lower top sail
 clear boiling saw 1 junk strong
 breeze 3rd P.m. nice weather heading
 W.N.W. same sail and boiling 5th
 caught Banaphin 8th P.m. long days
 3 junks in sight

209 8 01 A.M. Monday June 27th
 9 51 55 = 38 14 0 106 96
 35 10 18 0 137 16
 10 27 05 38 24 4 494 62
 20 08 47 38 35 4 740 74
 9 41 02 66 38 143 379 379 48
 185 39 1/2 76 48 20 05 28
 10 13 1/2 38 24 2 41
 143 13 1/2 33 27 20 08 07
 33 27 339 P.m.
 23 20 24 51 3-
 1 00 36 05-
 23 21 24
 23 21 18 2 43 7
 23 21 42 3 60
 9 00 00 3 40 1

5 20 04 = 40 34 103 93
 35 10 16 1637 16
 6 05 14 40 44 4 468 82
 12 45 11 38 25 726 02
 9 39 37 66 38 145 4 933 79 3-
 135 45 72 33 3 42 31
 9 14 1/4 40 44 15 45 11
 144 59 1/4 32 09 3 100
 light S.W. winds heading
 to the S. then N.W.
 heading S. Boiling
 good course
 plenty of porpoise
 2 junks fish
 8th P.m. light N.W. moon
 common S.W. under whole top sail
 fore sail and jib 8th P.m. common S.W.
 4 junks in sight fine weather Boiling

2107⁵⁴ am Tuesday June 28th 1904

48 40 = 36 14	10896	23 17 52 =	508
35 12	108700		
18 52	36 24	1 10	2
8 34	38 03	23 19 02	3 5 56
	66 41		
39 42	141 109 41 192	23 18 41	2 56 01
	70 33	90 00 00	3 5 5
	36 24	2 5 2	2 5 2 46
	34 11	19 58 34	

This day Begins with light. By 9th or 10th course S. 7th 7th a.m. calm
 4-55/2 3rd Ton 10896
 5-11-45 44 26 142 186
 35 12 10 7000
 46 57 35 039 26 288
 25 37 66 419 26 288
 38 40 149 22 3 22 48
 39 74 41 12 2 5 2
 10 44 36 15 23 37
 4-40 30 03 =
 13 junks in sight - heading N. and light - finished boating
 2118⁴⁰ am Wednesday 29th

4 35 = 43 37	10867	This	23 14 56	500
35 14	103684			3 5 0 0
49 49	43 47	day	23 16 16	
40 22	38 02	Comes	23 15 52	3 08 12
	66 44		90 00 00	3 5 0
36 33	15 03	39 23 90 1	66 44 08	3 04 62
	73 16	20 43 17		
3-87	43 47	3 03		
13-08 1/2	29 29	20 46 22		

Light. S. 7th to 8th or 9th
 Port back heading to the N. saw sulphur bottomed jinkacks junks
 3rd Ton 13 junks in sight - heading to the E. S. E. all sail
 7th 3rd junks light sail hauled up
 junks on board
 back round to the E. 1/2
 ran the Oil 281 + 8 1/2 vls.

212, 3rd Thursday June 30th 1901

3.33.45 =	59.03	10.15	23-11-86 =	491
35.16	10	03667	1.30	3.43
4.29.01	59.13	115.243 - this	23-13.06	
14.10.31	37.40	58497 day	27	
9.41.30	66.47	87560	23-12.39	3.20.02
13-	16.34.0	3-07-14	90	3.43
133-	81.50	12.317 in	66.47.21	3.16.87
16-	59.13	13.10.31		
145-73 1/2	22.37			
145-22 1/2				

Strong bar winds thick fog
 heading to the E. S. E. all
 sail. You clear saw. Bth to the
 S. E. called him the A. Hicks 2nd
 Pm Bth whaling 3rd saw. the
 Bth Boats with Whales. and
 went to the S. quick school.
 5th Passed dead whale picked him up
 cut him in at 7th Boats for man
 heading N. N. W. under easy sail
 213. Friday July 1st

This day comes in with	23.07.51	482
Mydual S. H. gale	1.4"	3.37.4
heading to the S. S. E.	23.09.31	
under lower topsail	30	
and stay sails finished	23.09.01	3.31.703
	90	3.37.9
	66.50.59	3.38.334

The whale 4 Bth. You clear all
 Made sail heading to the N. N. W. 1st Pm
 Thick fog comes up fly for fuel
 saw whale bolting called him
 for back or grampage 3rd Pm
 still foggy ran the Oil A. M. M.
 Hole every way Lat. 37° 40'
 6th more ship Bth - the under
 lower for whole main and stay
 sails heading S. S. E. Thicker than
 mud

214, 5th Pm Saturday July 2nd 1904

50-35 = 5-9-39 10295
 35-21 10 03624
 25-56 37-5-5-12612
 06-49 66-5-5-58284
 40-5-3 16439 84818
 82-19 2-03-09
 5-9-49 12 3-240
 22311 14-06-49

23 08-42 = 110
 1-50 118
 23 05-32 11-50 472
 33 3304
 23-04-59
 90 1000
 66-5-5-01 3-43-14
 3-30
 3-3984

This day

comes in with thick fog S.W. winds heading to the S.S.E. 10th A.M. clear made all sail saw 1 junk. Plenty of fish round noon wind hauled to the N.E. course S.W. saw Grampus finback 6th P.M. light N.E. winds course S.W. all sail 7th thick fog N.E. winds heading N.W. furled light-sails water 7th

213 3rd Pm Sunday July 3rd

56-39 = 47-31 10266
 35-23 10 03608
 3202 47-41 37600
 10-14 37-5-2 67959
 3812 66-5-89 9433-
 15-231 3-06-23
 76-15-12 3-51
 47-41 13-10 14
 28-34

461
 22-59-08 = 3-22-7
 2-10
 23 01-08
 36
 23 01-44 3-5-4-33
 90 1000 3-22
 66-5-8 16 3-5-1-11

This day

comes in with strong N winds heading N.W. all sail she will carry 7 junks in sight. Noon all sail saw plenty of finbacks 7th P.M. wind hauled to the E course N. very light strong tide Rips &c

216 3¹⁵ Pm Monday July 4th

1904

5-08-5-4 = 44-55-
 35-25-
 45-05-
 38-04-
 67-04
 13-0 13
 75-06
 45-05-
 30-01

22-5-4-11 =
 2-10
 22-5-6-21
 39
 22-5-5-42
 9-20-00
 67-04-18

Corn in with calm

6 junks in sight. A row

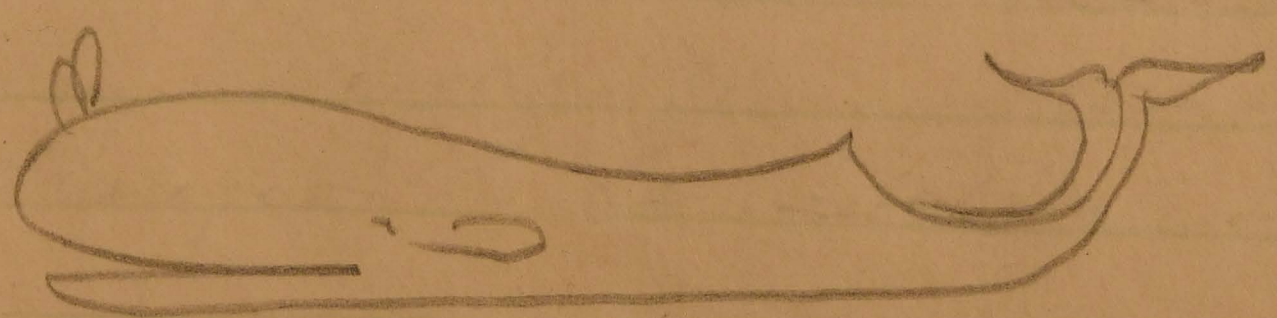
hinge from the S corner. Y. saw
 Goampus. fish & 3rd Pm light breeze
 from the S corner by N all sail
 7³⁰ Pm fired light sails heading to the N.
 26 junks in sight.

Tuesday July 5th

This day comes in with
 light S winds thick
 fog heading to the N.
 under whole top sails
 6th Am stand to the N.

7th Pm Ran into a school of S. H. foul
 of the ship heard the fog horn hauled
 to the wind heading E S E 10³⁰ Pm
 round heading to the N. Noon thick fog
 junks passing round off shore 6th Pm
 round heading E. 6th Pm round
 heading to the N. 7th closed sail
 1 Jun. H. fired upper for top sail
 laid a back. under easy sail
 light S winds

Scow



Wednesday July 6th

1904

$$\begin{array}{r} 26-00 = 42.04 \\ 35-30 \\ 01-30 \\ 37-32 \\ 36-02 \\ \hline 148-09 \end{array}$$

$$\begin{array}{r} 10746 \\ 13517 \\ 4385-7 \\ 72218 \\ \hline 930338 \\ 3-33-09 \\ 12-4-23 \\ 15-37-32 \\ \hline 31-3-11 \end{array}$$

$$\begin{array}{r} 224304 \\ 230 \\ \hline 224534 \\ 48- \\ \hline 224449 \\ 90-0000 \\ \hline 6715-11 \end{array}$$

$$\begin{array}{r} 423 \\ 296.1 \\ 426.17 \\ 2.96 \\ 42321 \end{array}$$

This day Begins with thick
 fog & winds 6th course Y. under easy
 sail 10th course Y. 2nd clear
 Made all sail steered to the N. N. W.
 thicker than Wed. came too atack
 under easy sail heading to the N.

Thursday July 7th

$$\begin{array}{r} 10-25-39'48 \\ 35-32 \\ 45-57 \\ 20-10 \\ 34-03 \\ \hline 146-19 \end{array}$$

$$\begin{array}{r} 10950 \\ 13486 \\ 46220 \\ 73824 \\ 934480 \\ \hline 2013-27 \\ 73-09 \\ 39-58 \\ 33-11 \end{array}$$

$$\begin{array}{r} 223656 = \\ 240 \\ \hline 223936 \\ 48 \\ \hline 223848 \\ 30-0000 \\ \hline 6712112 \end{array}$$

$$\begin{array}{r} 160 \\ 10 \\ \hline 160 \\ 240 \\ 409 \\ 2863 \\ 43613 \\ 286 \\ 43329 \end{array}$$

This day Begins
 with strong S. & S. W.
 winds thick fog
 saying atack off
 about 2 o'clock
 somewhat maced
 forward 2 junks
 Passed near thick
 6th course Y. N. Clear
 4th stand Y. under whole

main lower fore & fore sail passed
 under bulphur doctoms 5th thick
 fog again off Amado, head by lights
 marking Burns Prime Vertice
 Guess at Lat 6th clear saw land
 from 8-8 miles out. Slow. 9th P.M. thick
 and macking came too of shown under
 lower wps sails and stay sails
 Slow 55 Mph

5³⁵ 14³² 40
 22 30 28
 35 32 40
 22 30 28

220, Friday July 5th 1904
 This day commenced with strong winds thick fog heading to the E. B. under lower topsails and stay sail from the same 5th still thick fog wind the same heading the same 6th wind round heading to the W.

22 30 28
 22 33 13
 22 32 22
 90 00 00
 67 27 38
 170
 2 50
 3 9
 2 75
 4 43
 4 43

221, 5th Sat. Saturday July 9th 1904
 3 5 5 4 5 5 5 8 47 715 22
 4 3 5 0 0 5 8 57 107 231
 14 06 13 39 55 61 382
 9 31 13 67 34 835 53
 135 45 7 3 1/4 146 26 2 01 21
 142 48 1/4 83 13 12 4 5 2 67 34 23
 3 8 57 14 06 13 3 03 100
 24 16 115 64 103 418
 47 03 34 212 70 224
 67 34 194 18 3 06 21
 13 4 36 77 18 12 4 5 2
 47 03 15 11 13

This day commenced with strong gale thick fog 10th lit up some course N. W. Set fore sail and jib from strong strong breeze running 8th from course N. W. 1/2 N. saw Hazy bad seeing 10³⁰ P.M. clearing gale from S. came to under lower main top sail and stay sail heading E.

Strong gale Big sea.

222 2²² Sunday July 10th
 24' 37" = 53' 24" this
 39' 21" 10 day
 8' 4" 18 53' 34" Bgins 218' 21"
 34' 33" 40' 47" with 90' 00" 5-03' 89"
 30' 17" 67' 42" 67' 41' 39" 2' 32"
 30' 4' 1/4 5-3' 34" 220' 80" 3-01' 37"
 27' 27" 033' 76" 2' 29' 34"
 2-34' 1/4 193' 53" 12' 3' 01"
 66' 36" 8 14' 34' 33"
 9' 01' 177 laying under
 lower main top sail and stay sails
 noon clear at times wind and
 weather the same heading
 this am 7th getting better weather
 foggy. Bar. Rising slowly 20 20 3
 7th am Monday July 11th 20 20 3
 45' 30" = 34' 37" 124' 87" 22' 08' 26" = 343
 45' 35' 10" 033' 30" 3 20 240' 1
 44' 45" 41' 24" 48' 76' 4 22' 11' 46" 5' 12' 33"
 39' 25" 67' 47" 780' 30 1 20 2' 40"
 24' 10" 44' 129' 42' 631 22' 10' 46" 5' 09' 93"
 36' 19" 72' 06" 193' 1' 18 67' 49' 14 5' 09' 93"
 32' 09" 35' 01" 3-09- 37' 03" 22' 36' 09" this day
 3' 3/4 comes in with light air
 from the N. heading to the N. N. E.
 Cape Yemas heading N. by E
 30 Mils from light house from
 S. N. heading to the N. N. E. Big
 swell on from the S. 3rd P.M.
 Every thing is the same light air
 from S. N. heading to the N. N. E. round
 this morning 7th light S. 3rd winds
 heading from N. to N. N. E. all sail
 Bar. High and Rising

237 Monday July 25th 1904
 This day Begins with light E winds
 and rain from Cape. on deck
 Jacks heading to S. S. E. + N. N. E.
 Noon. Clear land to the N. + N.
 then fog squalls to 1000 land to
 the N. E. 10 miles away.

238 Tuesday July 26th
 This day Begins with light S. E. wind
 heading E. N. E. Cape
 Noon to the E
 11th A.M. over
 round heading
 to the S. S. W. 4th Noon round again
 thick fog 7th Clear away and
 heading to the E. over and head
 ing S. E. Everything the same

239 Wednesday July 27th
 This day
 coming in
 with N. E. winds
 heading E. S. E. then S. E. then S. S. E.
 Putting on. Full light sails Noon
 under down topsails and stay sail
 round. heading N. N. E. 2nd
 away from the S. E. land by lights
 to the N. 4th miles S. fog squalls.
 and gale 8th heading E. N. E. Full
 lower fore topsail blowing hard
 Bar. Rising slowly.

237
 14 21
 74 19
 34 40
 24 38
 29 58
 15 41
 15 15
 14 1/2
 22 29 1/2
 42 40
 42 50
 40 41
 70 41
 15 41
 77 03
 72 50
 34 15
 120 13
 8 28 27
 43 49 34
 75 03 6
 3-18 20
 6 18
 3 24 38
 19 29 18
 5 30
 34 45
 1 39
 19 33 06
 90 10 10
 70 26 54
 6 18 02
 19 18 54
 5 40
 19 21 34
 1 12
 19 19 52
 90 10 10
 70 40 08
 6 17 82
 1 4
 6 17 68

240 Thursday July 25. th 1904

This day comes
in with S gale
heading to the E S E
under lower main
top sail and stay sail clear
7th set lower for top sail 9th set for
sail comes E caught Baulph in
noon. Over east sk of Bar. Rising
Big sea running. Passing drift-
wood & set upper main and set
10th for comes E whole top sails
comes dit and stay sails for Squall
Bar. High

1902.14 =
5-5-0
19 08 04
1 143-
19 06 19
90 00 00
7 0 3 3 41
6 17 3 2

241 3 15-10 PM Friday July 29 th 1904

5-13-44 = 39 28 12532
40 29 10 02398
5-56 13 39 38 38011
15-39 28 41 28 77422
9-43 15- 71 08 9 30363
15 152 14 3 33 12
133 76 07 12 6 16
10 43 3 39 38 15 39 28
36 29
145 48 3/4

181-48 15 =
5-5-0
18 5 4 55-
1 143-
18 5 2 20
90 00 00
71 10 7 40
6 15 69
49
6 16 12

This day Begins with
fine S winds course E all
sail thick fog at times. Noon
clear. course E N E 8th clear
then fog Big barrel on eye
4th for clear. Saw School large whales
lounded 3 boats H. B. Shuck set in
thick fog 6th whales along side
Big Snell. furled every thing but lower
top sail and stay sail light. S. W. wind
High Barometer, used 14 Bomb
1 Gun Command

12 Whales
in Sight

swelling S. W.

Saturday July 30th

This day comes in with thick fog S.W. winds. 18.33.38 = 190.4
 4th all Hands 5th Ready 18.39.38 = 36 36
 6th cut 7th Cleared a 18.38.10 = 6.10 10.8
 little 8th thick again 12.1.30 = 0.09 5-
 7th from. Case overboard thicker than mud 6.13.64
 4th 7th from. soon round heading to the 6.6
 S.E. pulled down for top sail wind 6.14.30
 backed to the S again junk.
 cut up and voiling Moderate S.
 gale thick fog. 8th wind from the
 S.W. and thick fog gale Boiling

Sunday July 31st

38.30 = 44.38 12826 18.19.22 = 37 37
 41.32 44.48 102279 6.10 8.120
 19.02 41.54 127471 18.25.32 0.840
 03.40 71.36 75.147 18.23.41 6.11.06
 44.38 158.18 217722 90.00 94
 9 1/2 79.09 20.37.28 71.36.19 6.11.90
 46-09 1/2 44.48 6.12 34.21 21.63.40
 2nd from. This day Begins with
 36.04 = 52.18 12870 light S.W. winds
 70.32 52.28 102279 heading to the S.E.
 36.36 41.58 470611 under easy sail
 23.53 71.36 Thick fog Boiling
 47.19 166 02894246 9th Clear Made
 83.06 2.17.43 sail course E
 5-2.28 12 6.12
 4 3/4 30.33 14.23 5.5
 46-49 7th from. Course N.W. & E
 3rd from. wind hauled to the N. some
 8th from. light air from the N.
 3rd from. N.W. & E under top sails
 8th from. still Boiling
 8th from. mod. done voiling light air
 8th from. The S.W. course E & N.E all
 8th from. sail

Ships making man over
 20 to 25 minutes. Once a day to
 pumps for cut -

244 2nd Monday Aug 1st 1908

~~3 4 2 3 5 = 5 7 5 8 13248
 4 0 3 4 3 8 0 8 3 1 8 15 6 1
 4 3 3 3 11 7 2 3 1 4 6 7 3 2 7
 13 4 3 0 1 7 1 3 1 4 6 7 3 2 7
 9 1 9 3 1 17 2 2 0 8 6 4 3 5 1
 8 6 1 3 8 6 1 3 1 3 6 5 2
 5 8 1 8 1 3 6 5 2
 2 8 1 1 7 1 2 6 0 9
 13 4 3 0 1~~

2nd Mon
 4 2 8 3 0 = 5 2 5 8 13248
 5 3 0 8 4 0 3 6 9 0
 4 2 3 1 4 7 0 6 9 7
 7 1 5 7 4 7 0 6 9 7
 16 7 3 0 8 8 9 8 5 1
 8 3 4 5 13 5 13 3 14
 5 3 0 8 13 5 13 3 14
 3 0 3 7 148 20 3 14

Course E N E. all sail set. Light
 from wind from S S E. Breeze in
 Box. Light S E. Breeze from the
 S S E. Course is the same. Saw fish
 trucking caught some fish 6th set in
 with fog. Put ship under whole main lower
 fore d'it and stay sails course E N E.

245 - Tuesday Aug 2nd
 This day Begins with
 thick fog course N E.
 under easy sail
 from clear saw
 fish Sharks Birds etc.
 Made all sail 3rd P.M. Thick fog
 again 6th P.M. Put ship under easy
 sail heading on the wind to the
 N E still foggy Ship is making
 water takes 24 minutes to Pump 100
 out. Every body with a cold.

used Saw. 2 Whales
1 Bont.

246 ⁴⁸ Wednesday Aug 3rd 1904

9.18.46 = 32.58
 40.41 10 14197
 59.27 33.08 4.42232
 03.20 43.51 4.82155
 03.53 2222
 149.21 9.40674
 74.46 19.57.19
 38.08 6.01
 41.32 20.0320

17.88.47 = 6.30
 6.30
 17.40.17
 1.37
 17.38.20
 90 10 00 5.59.78
 72.21.40 1.35
 6.01.13

This day comes in with light S.E. winds
 Commence 7th E then 7th E by E all sail 9:30 A.M.
 S. 7th 10th hauled out in foggy P.B.B.
 Struck and down 12th hauled back
 To the Ship another whale a head chased
 untill 2nd going quick to the S. traced
 forward clear working to the black &
 back saw. 2 Whales used 1 Bont.
 8th P.M. Put Ship under easy sail round
 from the S.

247 Thursday Aug 4

This day comes in with light S.W. winds under easy
 sail 8th made all sail

17.18.01
 6.40
 17.24.41
 2.00
 17.22.41
 6.00 10
 72.37.19
 5.54.85-
 1.52
 5.56.37

steared 7th E by E Plenty Birds
 10th Fog upon clear overcast sky around
 hauled to the S finbacks Sharks Birds
 tide Ripe 3rd P.M. light airs from the S.
 with fog squalls. 5th P.M. thick fog &
 winds 7th hauled to round heading
 to the E under easy sail
 thick fog

143.30
 143.30
 1007.04
 130 43-
 13-1-46
 162.09
 91.04
 43.20
 33.44
 9.12.230
 280.47
 12 3-36
 143.6.43

248 2³³ PM Friday Aug 5th 1904

3.57.00 = 46.00	14750	17.01.57	400
40.48	01971	6.40	6.40
4.37.48	46.10	17.08.37	0.242
44.36	4.15.333	2.00	1.69.7
14.49.21	72.5-3	17.06.37	5.49
10.71.33	16.3.39	90	72.5-3.23
15-	81.49		
150	46.10	2.43.30	
2	12	3.5-1	
152.53	35.39	17.49.21	

This day Begins with thick fog and the

winds heading to the S. 6th A.M. course E. N. E. 9th course 7. E. by E clear at times you saw some kind of whale on lee ground laid attack. 1st For course 7. E. by E easy sail fog squalls at times tide Rips 7th course from the S. H. came to heading S. S. E. under lower topsails and stay sail thick fog.

249 Saturday Aug. 6th

This day Begins with light S. W. winds laying under easy sail thick fog 11th Ceased away set top sails Jit and Fousail course E. N. E. Passed through tide Rips Bords Ruffing Rips Shocks Kelp 2nd thick fog Came too heading to the N. N. W. Heard Spouts laid attack. 3rd Ceased away. Jit pack trace forward heading to the N. South light air from the S. S. W. 10 dig small 10 day High 7th Put Ship under lower topsails and stay sail heading to the N. 10th Raining in torrents

16.45.38 =	266
6.50	1.86.2
16.52.28	
2.03	
14.50.25	5.43.2
90	1.86
73.09.35	5.45.0

230

Sunday Aug. 7th

1904

This day Begins with heavy rain
laying under lower topsails and
stay sails Bar. very low. 8th clear
cannon 7 & 9th set fore sail
and upper main top sail
9³⁰ am. Set in with thick

16	39	01	42	42
		7 10	42	3
16	36	01	7 10	26
		2 06	0 29	200
16	33	53	3 03	0
90	10	00	5 36	53
73	26	05	2 03	
			5 38	56

fog again came too aback heading to the N. & W.
noon Still thick in than mud Bar. low Big
smell on. from the S. W. lots of Birds round.

9' 20' 45" = 36.14
40 5-4
11 39
26 5-5
15-16
3 39-
3 44
3 49

10
36 24
45-00
73 26-81
15 24 50 93 24 99
77 25-20 21-16
36 24
41 01

8th thick fog it winds
heading to the N. under
lower topsails and stay
sails aback. Big smoke
Bar. falling Blowing
some where to the S. & W.

231 Days out; Monday Aug. 8th

1904

This day comes in with
N. & W. gale thick and rainy
heading to the N. & W. 5th
wind hauled to the N
heading to the E & N E
under easy sail Bar. low. noon
clear over head at times Lat 44' 47"

16	13	09	43	43
		7 10	43	3
16	19	19	7 10	2 04
		2 06	0 31	4
16	17	13	3 29	29
90	10	00	2 19	
73	42	47	5 31	48

Bar. Rising sea going down
gale moderating heading E by N
Ship leaking quite Bad
5³⁰ getting better all the time
saw number of 7 mackerels. Porpoise
over head heading to the N
gale over

$35-9 = 8 \frac{2}{3} \text{ am.}$ Tuesday Aug 9th 1904
 $9 \frac{30}{41} 25 = 36 \frac{9}{42} 2$ This day 18-53-01-
 $10 \frac{11}{20} 36 = 36 \frac{42}{44} 2$ corner 16-02-11
 $20 \frac{30}{10} 10 = 36 \frac{43}{44} 2$ with light 2-06
 $10 \frac{18}{14} 44 = 18 \frac{5}{14} 27$ 9-31074 6-00-03-
 $15 \frac{30}{4} 11 = 77 \frac{43}{36} 43$ 20-24-46 7-00-03-
 $154 \frac{41}{4} = 41 \frac{61}{4} 1$ 20-30-10 heading 73-59-33-
 $4 \frac{24}{41} 12 = 39 \frac{5}{10} 7$ to the E. N. E 5-21-480 3-38
 $5 \frac{05}{15} 13 = 40 \frac{07}{44} 2$ 9- call 3-2384 2-366
 $15 \frac{20}{16} 29 = 44 \frac{42}{44} 2$ sail
 $16 \frac{15}{13} 16 = 15 \frac{8}{79} 49$ 9-23162 heading to the N.
 $15 \frac{3}{3} 49 = 41 \frac{07}{41} 07$ 3-15-03- saw. Jintacks from
 $153 \frac{49}{3} = 39 \frac{17}{15} 20$ 29 light air from the
 heading N by S. tide Rips Bon Rising
 turned her down to whole top sails and
 Jit heading to the N.

$2 \frac{53}{11} = 3 \frac{1}{11} \text{ am.}$ Wednesday Aug 10th 1904
 $4 \frac{05}{41} 52 = 42 \frac{10}{42} 33$ 15-37-38: 0-361
 $4 \frac{49}{15} 56 = 42 \frac{43}{44} 21$ 0-14564 15-44-58 25-27
 $15 \frac{03}{16} 54 = 44 \frac{21}{74} 16$ 0-01658 15-42-46 5-18-6
 $16 \frac{13}{13} 58 = 74 \frac{16}{16} 20$ 4-20999 74-17-14 2-5
 $15 \frac{13}{3} 12 = 80 \frac{40}{42} 43$ 9-15-944 5-15-6
 $153 \frac{29}{2} = 37 \frac{47}{42} 43$ 2-5-8-38 This day Begins
 with light air from the S corner
 N. N. E. Everything at saw Jintack / temp
 back. Response Ruffing Rips Birds but
 N. S. N. from the same 8-
 wind light from the N. E
 heading to all sail
 Plenty of Lion

2:45 am
 $3 \frac{24}{41} 50 = 49 \frac{1}{41} 9$
 $4 \frac{03}{49} 37 = 49 \frac{29}{44} 47$
 $12 \frac{11}{10} 11 47 = 74 \frac{36}{16} 8 3.2$
 $15 \frac{0}{2} 11 3/4 = 84 \frac{26}{44} 29$
 $15 \frac{2}{13} 2-56 3/4 = 34 \frac{3}{4} 3-9$
 $11 \frac{48}{10} 5-87 9-5-$
 $19 \frac{86}{7} 5-87 9-5-$
 $8 \frac{90}{9} 960$

Thursday Aug 11th

1901

41 27 40 39 22 3 16
 41 07 18
 5 08 47 39 33
 5 20 47 44 50
 74 84
 12 08 13 8 38
 79 29
 39 32
 39 57

15 20 10 = 44 44
 6 20 6 20 6 20 6 20
 13 26 20 38 4 6 20 2 12
 2 12 2 6 8 8
 15 24 08 5 04 14
 90 10 10 2 68
 74 33 32 3 06 82
 14926 3 25 40
 1588 12 5 07

This day comes in with light 23407
 E winds heading to the N & all
 sail out - from home and
 weather the same head
 the same tide Rips Roads
 Plenty Killus Grampus round
 Bar. High

253 = Friday Aug 12th
 this day Begins with 15 02 07
 light E winds 7 30 408
 common N & E all 15 09 37 5856
 sail out Bar. 2 15
 High Plenty 13 07 22 4 54 63
 Grampus fur back 90 10 10 2 85
 Birds from over east skiff 74 32 38 4 57 48

8 light E winds comes the
 same Bar. falling slowly
 7 PM Port Ship under cover
 top sails and stay sails heading
 E S. E saw. Every thing alive
 to day But Spum Whales
 thick and rainy

256 Saturday Aug 13th 1904
 This day Begins with
 S winds heavy rain
 heading to the E S E
 under lower top sails
 and stay sails 6⁰⁰
 Set fore sail 8⁰⁰ Set upper
 Main and Jit Iron stick
 fog wind hauls to the S W
 heading to the W. 4⁰⁰ P.M. more
 round fore sail cuff heading
 S.E. till 1 P.M. Bar falling
 slowly 5⁰⁰ P.M. thicker than
 mudds 7⁰⁰ Put her under
 lower top sails heading to the S.E.

257 Sunday Aug 14th
 This day comes in
 with thick fog and
 light winds from
 the S.S.W. heading
 to the S.S.E. under
 light sails 11⁰⁰
 still thick fog round
 heading to the W. under easy sail
 Noon. Thicker than mudds dead calm
 7⁰⁰ P.M. light air from the S
 heading to the E S E still thick

25-8 = Monday Aug 13th 1904
 This day Begins
 with calm. Thick
 fog grasshopper
 sound. 1st P.M.
 breeze from the N.W. 9th
 and clear set top
 sails for sail and dit heading
 N.W. E. Tide Rips Help 3rd fog squalls.
 7th Put ship under whole main
 lower for and dit heading to the N.E.
 with light ans from the N.W.

14	07	03	=	47	47
	6	50		470	47
14	13	33		6	50
	2	21		0	778
14	11	32		3	346
7	5	48	28	4	22
				3	34
				4	26
					05

25-9 Tuesday Aug 16 0303
 This day Begins
 with light N.W. to N.
 winds heading to
 the N. and N.W. E. under
 whole main lower
 fore and dit thick fog. Puffing
 Rips Killus Tide Rips
 from still thick heading the
 same same wind 5th P.M.
 cleared away set for sail
 wind the same and very light
 7th thick fog heading E. S. E.
 wind from the S. S. W. the
 hole I am done with
 I after this season

13	48	05	=	3	307
	6	50			
13	55	05		4	10
	2	21			97
13	52	44		3	36
7	6	07	16	4	1447

259. Wednesday Aug 17th

This day comes in with light air from the S. heading to the E. under easy sail thick fog tide Rips 6th a.m. from around heading to the N. 11th a.m. round heading to the E. round hauled at 6th a.m. round heading to the S. round from the N. and almost calm tide Rips

260. Thursday Aug 18th

4 11 05 = 39 09 0 13 43 4
41 27 16 0 01 17 5
4 5 2 32 39 19 0 01 17 5
15 09 33 45 30 4 20 5 35
10 17 01 76 44 4 81 99 8
15 16 1 33 9 19 142
15 0 15 14 80 46 3 05 43
4 39 19 12 3 50
15 4 15 41 27 15 09 33

This day Big with light

7th E. winds heading to the N. N. N. 7th lit up some 9th thick fog. Noon. Clear over head but still foggy 3rd clear at times heading S. wind from the E. & S. E. 5th 15th thick fog and light air from the E. S. E. at the place 8 heading N. E. pulled up for top sail and then for top mast stay sail thick fog.

26/1 184

Friday Aug 19th

1904

3-05-43 = 47-35-0 16219
 41-31 16 0-01116
 47-16 47-45 3-87 993-
 05-51 76-30 4-78 837
 18-35 77-04
 171-19 8-84167
 85-39 2-02-14
 41-30 8 77-43-12 3-37
 41-38 3/4 37-54 14-05-31

12-50-32 79 49
 8-10 8-10 47
 12-58-42 566
 2-27 3-962
 12-56-15 90 10 10 3-32-54
 77-03-45 3-96
 3-36-3-0

5-3 Ton

This day

4-04-10 = 39-17
 41-31 16 0-16219
 45-41 39-27 0-01116
 04-20 46-30 4-16970
 18-39 77-04 4-825-93
 16-3-01 9-16898
 81-30 3-10-43
 41-30 3/4 39-27 12 3-37
 42-03 15-04-29

Begin with strong
 S.E. winds heading
 to the E.N.E. under
 whole main lower
 fore and jib thick
 fog noon clear
 Passed squid

4-39-3/4 Tide Rips 3rd Wind hauling
 to the S. more heading to the E by N. same
 sail out 7th Ton. furling upper main
 and jib heading to the E

262. 1 5-3 Ton Saturday Aug 20th

5-87

3-03-10 = 47-09 16326
 41-37 16 1-1062-
 44-44 47-19 3-87 993-
 06-18 46-37 4-79256
 21-34 77-23 8-94639
 171-19 2-02-55-
 85-39 12 3-23
 47-19 14 0-6-18
 13-1/2 38-20

12-30-53 4-10-9
 8-10
 12-39-03
 2-27 3-18-70
 12-36-36 4-10
 90 10 10 3-33-80
 77-23-24

This day comes in with

5-28-1/2 clear S. winds and gale 6th thick
 fog heading N. S. N. more round heading
 S.E. 10th Clear noon Moderate gale
 from the S. under lower topsails
 heading E. S. E. 3rd Ton. Strong
 Tide Rips at times ship making more
 water in gale 6th Ton more round
 furling lower fore jib sail heading
 to the E. S. E. S. gale
 Thick and Rainy

263 2⁰ Pm. Sunday Aug 31st - 1901

3' 11' 10"	=	46' 00"	0' 160 86
41' 37"		46' 10"	0' 01 006
3' 52' 47"		46' 20"	3' 931 54
14' 14' 13"		77' 43"	4' 798 25-
16' 21' 26"		170' 13"	8' 980 71
13'		85' 06"	2-11-04
15-0		46' 10"	12 3' 09
5- 6 1/2		38' 56"	14' 14' 13
15-5-21 1/2			

12' 0' 02"	=	607
8' 20"		4' 249
12' 19' 22"		
2' 30"		
12' 16' 52"		3' 04' 08
50' 00' 00"		4' 2
77' 43' 08"		3' 08' 16

This day Begins with W gale on

Star tack heading to the Green lower topsails and stay sails. High noon running and together the same heading the same Bad sea strong tide R.P. at times Bad Whaling day.

3-55-43	=	39' 42"	0' 160 86
41' 37"		39' 52"	4' 146 24
4' 37' 20"		46' 20"	4' 826 21
14' 58' 21"		77' 43"	9' 143 37
10' 21' 01"		163' 55"	2-5-5-12
15'		81' 57"	12 3' 09
15-0		39' 52"	14 58' 21
5- 15' 1/4		42' 05"	
15-5-15' 1/4			

2⁴⁶ Pm 4' 30 Pm set - Juncail Better weather. heading to the N. Set fore sail 7th Pm 1 haul up Juncail head to the N. N. saw number of Finback

264 2⁰ Pm. Monday Aug 22nd

3' 09' 40"		46' 05"	0' 15-91 57
7' 41"		46' 15"	0' 00 95-2
3' 51' 20"		46' 07"	3' 922 61
14' 12' 16"		78' 03"	4' 798 40
16' 20' 56"		170' 35"	8' 889 68
15'		85' 12"	2-09-22
15-0		46' 15"	12 2' 5-4
5- 14		38' 57"	14' 12' 16
15-5-14			

11' 51' 10"	=	0' 627
8' 20"		4' 386
11' 39' 20"		
2' 30"		
11' 56' 50"		2' 491
90' 00' 00"		4' 2
78' 03' 10"		2' 53' 9

This day Begins with light airs from the S+E heading to the S+H. Everything set - noon heading E+H wind from the E S.E. Very breeze, 3rd Pm the same 5 miles from the 2 Corn. Hauled up courses, hauled light sails up Juncail sail heading to the E on the drive

265 - Tuesday Aug 23rd 1902

This day comes in with 11.30.46 = 5.7
 strong S.S.E. winds 407.5.3
 day light course 11.39.16 2.33 2.33
 7.7.E under whole 11.36.43 4.5.2.2
 main lower fore top 90 2.34.27
 sail for sail and 78.23.13 4.5.2
 fit from thick rain S winds 2.38.79

Passed Finback. Plenty of Kelp Put Ship
 under lower top sails and stay sails
 hauled to the wind heading E.S.E. on
 the water. 2nd 1.00.00.00 lower fore top
 sail 6th m. from the S. St. heading
 to the S.S.E. thick fog. wind dying out.
 Big sea running from the S.

266. 2nd Wednesday Aug 24th

3.5.7.44 = 37.42 11.10.22 = 6.6.4
 41.77 10 1.67.30 8.30 4.6.4.8
 1.39.31 37.5.2 1.08.45 11.18.5.2 2.33
 0.2.56 47.08.4 1.35.0.69 11.16.1.9 2.18.5.8-
 2.23.23- 78.44.4 8.41.77 90.00.00 4.6.4
 16.3.4.4.9.1.6.8.2.1 78.43.41 2.23.1.9

5.0 4.5- 81.5.2 3.10.35 This day comes
 5. 6.4 37.5.2 12 2.23 in with strong
 55- 5.17 4.4.0.0 15.02.5.6 N.E. winds
 heading N.W. under
 whole main lower fore for sail
 and fit from full upper
 main saw number of Finback
 3rd strong E.N.E. winds Big
 sea on. 7th Put Ship under
 lower top sails. and stay sails
 heading to the N. fin back
 wind and sea going down

267

Thursday Aug 23rd 1900

This day commenced in with strong E wind
 heading to the S under
 down top sails and
 fur sail 6th A.M. 79° 04' 09" 2° 07' 11"
 some ground heading
 to the N.E. 8th set upper top sails full of
 a sea on. soon round and weather
 the same low east sky. No light-3 today
 7th Put under down top

sails and stay sail
 heading S S E
 for squalls
 salv. for back S & E

3 48:50
 41:30
 42:29.50
 171:42
 507:96
 099:07
 84:12
 911:937
 2:50-14
 12 2:07
 173:221
 429:50
 102:231
 115-30 39 3/4
 5-37 3/4
 158-37 3/4

268

Friday Aug 24th 1900

10° 29' 01" = 698
 8' 41" 4886
 4' 34' 41" = 31' 46
 41' 5-3 3) 500' 00743- 10 37' 41
 5' 16 33 46' 43 428123- 2' 36 1' 45' 84
 15' 38 3-1 79' 25 486518 60 35' 03- 488
 10 22 18 15-7 58931780 79' 24' 55- 1' 50' 72
 13- 78' 3-9 3-37-00 This day commenced
 150- 31' 50 12 113-1 in with nice
 5- 30 47 09 15-38 5-1 breeze from

155- 30 1/2 The N.E. heading to the S.E.
 under whole top sail commenced
 and got 8th course S. 10th course S. 11th
 saw S. 12th toward 1.30 L. B. 3 times
 store H. B. took line 6th P.M. 3 times
 Bean on him could not do any thing
 with him had 3 whale bar 3 whales
 working to the S. slowly boats
 Back 8th P.M. whale still in sight. 2
 to the N.E. used 20 B. boats. lost
 1 D. gun.

20 boats.
 no whales. 1 D. gun.

2692¹/₂ Saturday Aug 27th 1904

8 15 38 = 42 30	0 16 113	10 08 06	5 30
41 36	43 00	8 30	5 30
4 00 31	46 22	10 16 56	7 14 239
4 23 14	79 46	2 39	4 99 8
0 22 43	169 08	10 14 17	1 28 89
	84 34	90 00 00	4 99
50 30 3/4	43 00	79 45 43	1 33 88
5 10 3/4	41 34		
55 40 3/4	12 23 14		

This day Begins with light N.E. winds saw. Whales at day light Fintacks
 Work in L.B. Made sail Course S.W. by S. all
 sail 11th saw. Whales to the E. Hauled to
 E. 7000 Whales were N.E. saw. Then no more
 heading N. N.E. plenty of Fintacks in
 sight. 7th day down for the night.

270 day cont - Sunday Aug 28th
 Lat: 46 05 - 9 47 01 = 728
 This day Begins with light N.E. winds 6th
 Course S.W. by S. 7th coming 9 53 51 = 3 10 3
 S.W. all sail set. 9 53 12 = 1 11 57
 80 06 48 = 3 10

Passed Plenty of Kelp. Number 1 16 67
 of Birds 11th am. S.W. close aboard
 fog squalls. 12th - lowered H.B. let down
 Store the boat. Chard until 3rd P.M.
 Roads Rock. Wide fog. Whales to the E. S. E.
 Gallied down the Hole. war is here
 But whaling is down like horse
 7th P.M. Put her under four
 top sail and stay sails heading
 to the N. E. thick fog

Lat: 46 05 -
 Long. 135 05 - D.B.

used 1 Boat -
 70 to 100

271, 2¹⁶/₄ P.m. Monday Aug 29th 1904

3' 14' 30 =	43' 25 =	16020
42' 02	46' 15 =	160604
3' 56' 52	80' 28	3' 93' 448
14' 15' 43		4' 82235
10 18 51	70 08	8' 92327
15	85' 04	2' 14' 43
150 30 3/4	43' 25 =	12 1' 00
4 12 3/4	41' 39	17' 15' 43
154 42 3/4		

9' 25' 46 =	8' 30	744 2
8' 50		5208
9' 34' 36	2' 39	
9' 31' 57		0' 53' 88
90 00 00		5' 22
80' 28' 03		0' 59' 08

This day comes in with E. S. E. winds heading to the S. Thick fog 6th from round heading N. E. more cloud some at times 2nd Thick fog at times heading under easy sail 7th heavy rain thick fog low Bar. and light winds from the E. heading to the S. under easy sail big swell.

272

Tuesday Aug 30th

This day comes in with N. E. gale rain and fog Bar. very low. 8th pulled Everything but Mizzen stay and raked to the N. W. Bar. rising slowly cloud away some Noon settled to a strong N. E. Gale Big sea Had Hurricane in shore off us. By the Bar. we did not get N. Noon Everything the same 6th P.m. Set lower main top sail heading to the E. N. E. a full sea on Bar. Rising slowly. Clear N. winds Plenty of Birds and kelp.

9' 04' 23 =	0' 757
9' 00	5' 29' 9
9' 13' 23	0' 33' 88
2' 42	5' 29
9' 10' 41	0' 41
90 00 00	
9' 04' 9' 19	

273 6⁴² am Wednesday Aug 31st 1904
 17.15 = 9.11 0.15-43 8.42.51 423.70 83
 42-09 9.21 0.00 5-30 9.00 0.770 162
 59.24 48.20 4.5.74 5-1 8.3-1 3-1 0.770 2-42
 17-28 81.04 4.9 3.1 23 2.42 5.3 9.0
 18 04 135-5.5-9.6 6 5-38 8.49.09
 67.5-7 18.17.05-90 00 00 0.17.5-1
 9 21 23 8 1.10.5-1 5-39
 30 30 5.8.36 18.17.28 0.22.90

54' 31 202 Pm. 0.15-692 This day begins with
 01.13 = 44.40 4.81 767 Strong N winds heading
 42-09 44.50 8.83 227 N. N.E under down
 43.24 44.50 2.00-5.2 top sail and stay sails
 01.13 71.11 12 23 from latter machine
 17 5.1 171.5-1 74.0 1.13 Big sea Bar / high
 0 15- 85-5-5- under the same heading
 4 12 44.50 The same 7th Pm. heading
 4-22 3/4 41.05- from N.E to N.E strong Nth winds
 Plenty Finbacks Porpoise Birds &c

274. 2²⁴ Pm. Thursday Sept 1st 5-46 3-4
 25=40 = 40.5-8 1.57.05 2.26.49 8.21.10 = 5-46 3-4
 42.12 41.08 0.00 474 12.26.5.68 9.10 782 2-42
 17.5-2 45.5-1 3.999 5-6 14.26.5.68 30.10 5.47.4
 26.5-4 81.38 4.8 3 4 86 this 8.27.28 0.01.13
 19 04 168.3 28.9 9 6 21 day 90 10 00 5-47
 0 45- 84.16 81.33.32 6.60
 4-1 41.08 Begins with moderate Nth
 4-46 43.08 Gale heading N.N.E under

down top sail and stay sails 6³⁰ am.
 saw. S.W. 9³⁰ whale close aboard lower
 L.B.3. L.B. Struck took whale along side
 1³⁰ Pm. Better machine used 18. Bonts
 lost - 1 D.G. H.B. Big smell from the
 N. But 2 Hawsers on and let him
 lay Rose off from cutting falls. Struck
 with Storm Sails Strips looking quite bad.
 7th light N. winds began under
 down top sails atuck heading S.S.W.

1 Whale in sight -
 L.B. 13 bonts
 1 D.G.

$772^{\frac{33}{1}}$ Sunday Sept 4th 1904
 $37.01 = 38.470'16.83$ $7.15.20 =$
 42.22 $10.0.00360$ 9.10
 19.23 $38.574.025.20$ $7.24.30$
 33.31 $46.164.849.23$ $2.45-$
 14.08 82389.03836 $7.21.45-$ $0.58.69$
 $16.7.51$ $8.34.24$ 9.10 10.10
 3.30 $83-33.2$ 1.33 $82.38.10-$ $0.52.99$
 3 $38.57.15.33.31$
 $5.3.32$ $44.5.8$

This day comes in
 with light airs from the
 N.E. heading to the N. & N. all sail boiling
 over. finished boiling over around
 heading E. & E. all sail Bent over.
 sail saw firtacks & plenty of
 packs. Help quite a lot of birds sound
 over. But ship under lower topsails
 Bar. falling heading to the E.

278, 1st Monday Sept. 5th
 $3.9-32 = 43.02$ 1.20 $1.58.10$ $6.53.09$ 82.4
 42.25 $43.12.0.00825-$ 9.20 $5.76.8$
 41.57 43.59 $3.83.446$ $7.02.39$
 58.37 83.00 $4.82.899$ 2.48 $1.18.30-$
 16.40 $17.2.1.1$ $86-05-8.82480$ $6.8.9.41$ 3.76
 43.12 $1.59.5-0$ $83.00.19$ $1.12.59$
 $4-10$ $42.5.3$ 12 1.13
 $4.10.$ $13.58.37$

This day comes in
 with moderate N.E.
 heading to the E & E 6³⁰ a.m. saw Whales lobtailing
 to the S. standard S. saw firtacks birds hauled
 to wind heading E under lower topsails
 over strong N.E. winds heading E
 run the wheel 85. 66 7 1/2 gal
 6th squally N. winds heading
 to the E & E same sail
 Out low Bar. d-r. cold

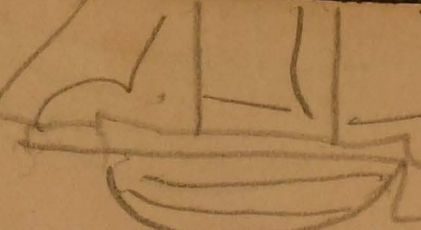
$10.17.01$ $83.109.30.25.1$
 $13.9.0$ $2.32.137$
 $13.14.79.30$ 12 $1.11.3$
 $14.31.44$ 30.03 $14.31.44$
 $15.44.15.1$ $44.9.27$

279 Tuesday Sept 6th 1904
 This day Begins with 6'30 57-
 Moderate of Gale on
 Port Jack heading to 6'40 11
 the E. N. E. under 2'48
 lower top sails and 90 37'23 58 2'4
 for sail saw hills 3'22 37 1'38 2
 Tintacks wires and we are in
 strong tide Rips 3rd Port wind
 hauled to the N. N. W. heading 58 20
 N. N. E. pulled for sail
 wind moderating Bar Rising
 Big sea on 7th rainy 7. or more
 Heading the same

280 8th am Wednesday Sept-7th

9'10'48 = 27 20	116 086	6'08'26	84 11
42 31	16	9 20	58 20
9 53 16	27 30	6 17 46	
20 13 25	46 20	2 48	
	83 41	6 14 58	1 38 3
10 20 09	15 7 30	90 00 00	58 2
15	78 45	83 45 01	33 49
15 0	20 13 17		
3 2 1/2	27 30		
15 5 10 2 1/2	51 15 35		
	2 35		

3 55 - 5 8 = 33 43 - 16 299
 42 31 100 259
 7 38 29 39 53 7 136 30
 10 10 03 76 36 48 7255-
 10 27 34 83 45 9 17 443
 15 82 08 3 07 55-
 150 45 3 8 53 12 1 52
 5 48 1/2 48 13 15 00 03
 15 5 23 1/2
 This day comes in with strong
 rainy N. N. W. heading N. N. E.
 Tintacks but tack
 wind from the N. heading
 ing E. N. E. all sail fur
 beach big swell from the
 3rd Port heading for a count
 N. N. E. Plenty of hoar
 To day 7th tid run down
 for the night

236 seals
 7 letter ring  Seal

28 / 2⁵⁷ Pm Thursday Sept 8th 1904

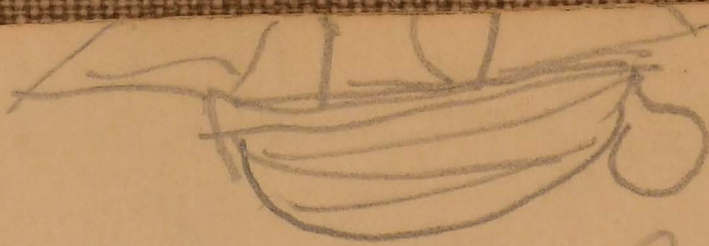
55-24-33	18	16487	5-45-55-	848
42-35-	10	100228		7
37-5-9	33	28413171	9-20	
59-5-0	46	5-0-87613	5-5-5-15-	5-9 3'6
31-5-1	84-0	59, 7499	2-48	
	164-36	3-02-03	5-3-3-27	2-18-5-7
	82-13	2-13-90	10 10 10	3-93
12 3/4	33-28	2-59-50	84-0 7 33	2 12'6 4
27 3/4	48-45-			

This day Begins with light winds course N.W. & all sail down every thing the same 2nd Set in with thick fog. took in jussail came too back heading to the S.E. 3rd close stand to the N.W. E. down Sail 6th saw Sealing Capt. came on board Reports 230 seals & other 14 Japs killed on and off of copper. Lol Kings Seals send letter by the same Band to Hokedale

282. Friday Sept 9th

5-28-19	5-20	5-3
9-30	495-70	171
5-32-49	9-30	2-51
2-51	83-4	
5-39-58	5-9 78	
2-39-10		
5-39-27		
2-33-03		

This day comes in with light S.E. winds saw large tree 8th head - heading to the N. acc sail 90 fimbarks and Sulphur Bottoms in sight 9th thick and cramy more round heading S.E. pulled main sail and light. Yards saw Whales to the S.E. more round heading N.W. Dr still raining Bar falling slowly 7th light airs from the N. heading to the E shortened down for the night fimbarks porpoise Hells and fish in sight

270 seals
yap.

Sealer

283

Saturday Sept-10th 1904

This day Begins with
 Calm. Sealing begun
 in sight - 2 boats
 came on board Reports
 270 Skins Bound
 Home from light
 Cans from the S.E. heading
 to the E. & E all sail but sulphur
 bottoms seals. Birds Porpoises, Vult
 70 Whales 3rd & 1st Don. rainy S & E wind
 Bar. High 6³⁰ Put Ship under ca
 sail heading to the N.E. rainy

284

Sunday Sept. 11th

This day comes in
 with light E. wind
 heading to the N.
 all sail but 6³⁰
 S. N. 7³⁰ lowered
 S. B. struck P. B. B. 8 5-1 5-3 2 3 14-23
 Struck and did not get fast - N. B. Sh
 sand 2 Whales saw 5- today 1 30 2 M
 along side, pulled everything in. lower
 top sails N. B. Store used 16 boards
 2nd started to cut: 6³⁰ Head off Body
 in 1st Whale and Head lay along
 side Bar. High and light E
 winds some rain. 2 large
 Whales 100 lbs a piece

I saw 5 Whales today
 2 Whales 6 Boards
 S. & N. B.

8⁰⁰ - 8⁰⁰ - A.M.

129

285 - Monday Sept: 12th 1904

9'05-12 = 25'22 0'10 132	4'14'57 = 8'71
42'47	9'30
47'59	4'2427
1'1'19	2'5-1
02320	3'31'16 8 ⁰⁰ a.m.
15'8'36	3'41'14
79'18	6'09
25'32	3'35'04 8 ⁰⁰ p.m.
8'3'46	

2⁰⁰ P.m. " 1700 This day comes in with light 7⁰⁰ winds lay in under low top sails at back 5⁰⁰ all Hands Hooked on work in jaw. Case landed 2⁰⁰ d.m. 3⁰⁰ 3⁰⁰ 3⁰⁰ all Hands. fine weather with 7⁰⁰ winds 4⁰⁰ 2⁰⁰ thales

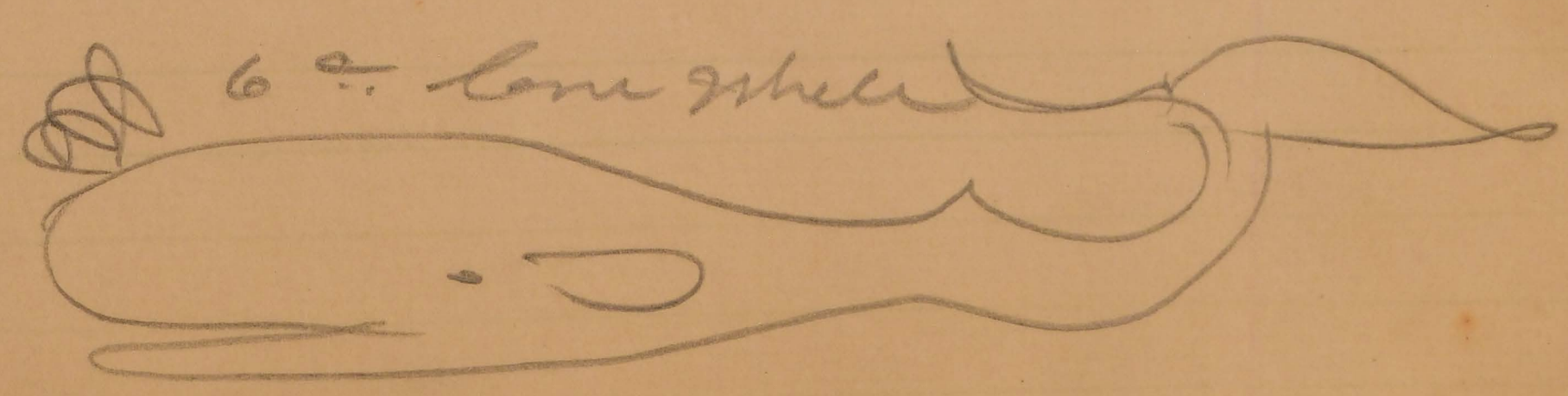
Both cases over 2 junks on deck 6⁰⁰ P.m. heading to the Ender low top sails and stay sails all ready to boil 7⁰⁰ Boiling heading E. Blubber logged

286 Tuesday Sept. 13th 875-

31'05 = 34'134 17032	3'8-2'01	6'1'25-
42'51	9'30	
13'56	4'01'31	
37'32	2'5-1	
23'36	3'8-8'40	4'02'09
83-57	90	6'12
34'23	86'01'20	3'55'97
49'34		

This day Begins back 9⁰⁰ junk all cut up Boiling over round traced forward heading to the S. same sail over. saw 8⁰⁰ to the N. weather team 3 miles away saw them no more 3⁰⁰ heading Boiling fine weather High bar - 6⁰⁰ P.m. Spent whole in weather machine heading to the N+E slowly

12⁰⁰ school.



2878² on Wednesday Sept: 14th 1907
 9:36.35 = 29.35 16990 This 3.29.01
 42.54 29.45 00086 day 3.38.41 872
 10.19.29 47.27 4.15.42 Cornes 3.35.47. 6.15.3
 20.43.08 86.24 4.89.683 in 90 00 00 4.28.15
 16.23.41 163.369.32180 86.24.13 6.15.3
 150 45 81.48 20.47.25 with 8 6 24.13 6.15.3
 5 10 1/4 29.45 20.43.08 Moderate S.S.E. 4' L. 00
 155-55/452.03 13.5.17 17004
 2.47.00 = 39.08 3.77.5.22 winds heading to the
 42.54 39.18 S.W. under Easy
 3.29.54 39.18 4.86.612 sail Boiling down
 13.53.48 47.28 8.81224 Gunbar Jib track
 16.23.54 86.24 1.5-8.05 9.30 more sound
 150 45 173.10 12 4.17 13 3.3.48
 5 13 1/2 86.35 Heading to the E. more
 39.18 13-5-58/2 47.17 strong S.E. winds pulled
 Jibs and Upper Main Bar. Telling coming
 on a storm Boiling 6th P.M. pulled
 lower fore top sail and fore top mast-
 stay sail heading E by N.

289 Thursday Sept: 15th 882
 This day comes in with 3.05.56 = 882
 8 gal thick and rainy 3.13.36 6.17.4
 Bleared Hard during 3.13.36 4.44.27
 Night heading to the 3.13.42 6.17.4
 E 6th set lower 86.47.18 4.38.10
 Main heading S.S.E. wind Hauling
 to the N. More started to boil 8th thick
 fog 9th set lower fore and all stay sail
 from thunder to the N. and clear
 Lat-47.30. 3rd thick fog again and
 var. rising slowly 5th Big swell from
 the S. heading S. 7th heading
 to the S Boiling with Bar Rising
 Big sea thick and rainy

290 Friday Sept: 16th 1904

This day Begins with rain and thick fog heading to the S. Boiling wind from the N. moon still thick fog strong breeze at times 3rd finished sailing S. heading S by N. under easy sail thicker than mud quite rugged at times bar quite high

291 6th am. Saturday Sept: 17th 1904

06:02 = 3-29 16622 2 19:38 = 6195
43-03 10 10042
49-03 3-39 453306
16 48 47-00 495513
27-43 87-20 965478
170 07 182209 2 26:24 52669
70-03 5-21 90 20 5-30 50
3-39 181648 87 33 36
64 24 24. Pm.

11:40 = 34-50 16839 This day comes in with
43-03 10 10039 strong N. winds heading
84-43 38-00 394746 to the S. S. under lower
21-58 47-16 488872 top sails and fore sail
27-15 87-34 899996 6th am. run round
84-55 2-27-19 heading N. 9th set upper main and jib
35-10 11 5-21 quite a sea from strong N. winds
49-55 14 2158 and clear 3rd Pm. pulled upper main
top sail and jib ran the oil 186 lbs 17 gal
4th Pm. Passed scraps on box over board
Friday 6th Pm. run round heading
to the S. S. under lower top sails
and stay sail Moderate N. W. gale
Plenty of fimbles

292 7⁴⁵ a.m. Sunday Sept: 18th 1904 883-
 8 42 10 = 21 08 166 22 1 56 23 = 883-
 43 06 16 600 30 9 40 619 3-
 9 35 16 21 18 4 31 490 2 06 05-
 19 32 28 47 00 4 92 25-2 2 5-2 547 93
 10 27 16 87 52 9 40 39 4 2 03 11 6 19
 15- 15 6 1 0 19 5 8 10 90 22 10 541 74
 150 45 78 05- 5 42 87 5-6 49
 6 21 18 19 3-2 28
 156 49 86 47

This day Begins with 7⁴⁵ gale Lay in
 under lower Main top sail heading
 N. S. W. soon and rain squalls
 from at times heading to the N.
 4th quite sea Bar. Low under
 same sail wind dying Out. Blow
 heading to the N. quite cold
 down to Hole saw Kelp Birds &
 5⁴⁵ P.m. Had earthquake. Shook lasted 7^{sec}

293 Monday Sept: 19th 884

This day comes 1 33 09 618 8
 in with 7⁴⁵ N. 9 40
 gale on S. E. tack 1 42 49
 heading to the 2 34 6 09 17
 N. S. W. under 90 10 10 6 16
 88 20 05- 6 02 99

Lower Main top sail and stay sail
 from took in Main top sail and
 stay sail blowing hard from
 N. E. Big 4³⁰ more rain and
 heading to the N. E. laying
 under Mizzen stay sail N. E.
 The Hole saw. Kelp Birds
 7⁴⁵ Bar Rising heading the rain
 wind going down

294 243 Tuesday Sept-20th 1904

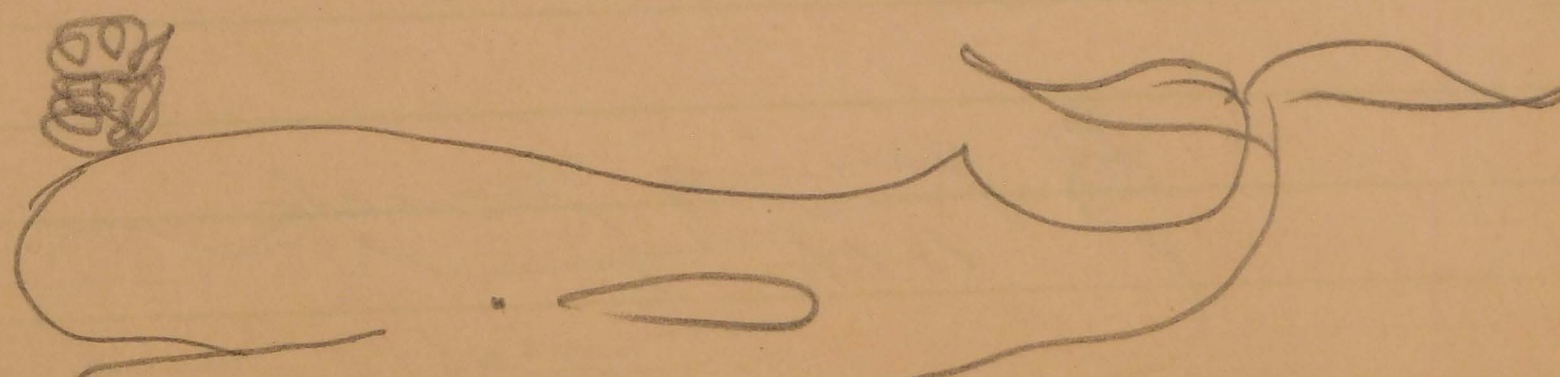
3.32.32 = 32.30	1.09.37 = 553
43.13	9.40
1.5.45	1.19.31
38.14	2.34
22.29	1.16.37
167.18	6.30.35
83.39	6.18
32.41	88.43.23
3-0 3.9	6.24.20
	1.3.7.3-8
	1.000.11
	4.0.43.76
	4.8.90.70
	9.0.9.1.8.5-

This day Begins with a gale laying under lower main top sail and stay sails heading E.N.E. / Hell of a sea running ship making water Pump 1 Hour Per day 3rd wind dying but sea. High tide set lower fore top sail heading E.N.E.

295- Wednesday Sept: 21st

This day comes in with	0.46.31	884
lowly 7. H. winds Head-	9.40	6.16.7
ing to the 7 N.E to N.E.	5.6.11	
	3.3.4	
under lower	90 3.3.17	6.31.33-
	1000	6.16
top sails and stay	89.0.6.43	6.43.39

sails finbacks Hell Birds from down leeward side of Bar. falling slowly for squalls weather looks bad! Awful smell from the 7 E. and the ship is making quite a lot of water now. The leak is increasing 5th P.M. saw. S. H. ahead 5-3rd P.M. on weather from working to the S.W.



296 Thursday Sept 22nd 1907
 This day Begins with 0.23.10: $\frac{5-8}{9-40}$ 55
 Light S. winds day - 0.33.50 $\frac{5-8}{9-40}$ 117
 Light Made all sail 2.5-4 877
 heading to the N. S. N. 0.29.56 6.13.9
 8th Put Ship under 9.0.0.0.0 7.12.65-
 lower top sails 8.9.3.0.0.4 6.13
 7.06.52

more round heading to
 the E. N. E. S. E. gale thick and rainy
 noon. pulled down fore top sail
 and fore top mast stay sail Bar.
 falling fast. Big sea running
 4th PM heading to the E under lower
 stay sail Rainy S. E. winds thick
 fog at times Bar. low and falling
 2.9.6/10 =

297 Friday Sept 23rd 1907
 This day commencing 0.00.11 6.10.4
 with S. N. winds thick $\frac{9-40}{0.09.37}$
 fog Big swell Bar. 2.5-4 7.33.6
 low 6th A.M. stand 0.16.57 6.1
 E Made all sail 9.0.0.0.0 7.27.5
 8th cleared away 9.5.3 P.3
 10th saw S. N. going
 quick to the S. N. saw him one
 rising set in thick fog noon
 thick fog S. winds down the
 hole Bar. falling ship leaking
 and no day for whaling 4th clear
 swell going down S. N. winds
 and our course is E. 7th thick
 fog S. N. winds course E round
 to the E all sail gale to the
 N of us

going quick
 to the S.
 wind round.

29 8⁴⁰ Saturday Sept: 24th 1904
 4-23-37-2000 this 0. 23-34 867
 48-26 20-10 day 9-40
 7-23 45-30 Corned 13-34 606-9
 5-2-18 90-17 2-3-4
 44-5-5-18-6-1-7 in 78-0-8 0 16-48 7-3-4-52
 20-10 90-0-0-0 6-0-6
 13 1/2 3-7-5-8 90-16-48 7-48-46
 1-13 1/2 Strong 0-15-6-92 4-00-06
 12 7-48
 winds course 4-31-310 3-5-2-18
 all sail 4-92-826 9-39829 Noon
 Every thing the same Big sea
 on. 7th from course & all sail

29 Sunday Sept: 25th 1904
 This day Beginning 0-46-3-7 6-3-8 17-4
 with moderate S.W. 10-3-8 16-3-8
 winds still for 0 36-19 6-8-8
 course & all 2-5-2 8-15-26
 sail saw 90-0-0-0 6-8-8
 9-39-1-8 8-0-8-38
 telling noon
 thick fog and light S.W.
 winds were going
 down. Clouds away
 8-1-5-00 Every thing
 same - Bar High and
 rising in green color
 at 7th from fog squalls
 and light S.W. winds
 course & all sail

300 2¹⁶ Monday Sept-26th 04
 2 28-5-3 = 32 5-3 This 1-10-21 85-8
 43-82 10 day 10-38
 3-12-25- 33-03 0-5-9 43 68 24
 14-22-33 43-25-Combs 2-54
 91 82 in 91-8-3 39 8-34-5
 11 16-08 16 9 15 91-8-3 39 8-34-5
 13 84-37 91-8-3 39 8-34-5
 165-30 33-03 91-8-3 39 8-34-5
 2 5-1-34 light 15-370 4 2-31-02
 167-32 87 min 97 229 12 7-29
 Comm E 4-89 395 2 22 33
 all sail set 9-01 998
 Noon wind Hauled to the
 H. Comm same Sent up
 fore top gallant yard and sail
 also Main & Royal. 3rd M. H.
 wind rain squall comm
 the same

The same
 301 2³² P.m. Tuesday Sept: 27th 84
 2' 26' 25" = 31' 18" 13057 1' 33' 44" = 6' 9" 6"
 43' 33" = 10 38
 3' 10' 00" 31' 28" 4' 82283 1' 23' 06" 8' 56" 2"
 14' 32' 26" 45' 00" 4' 89937 2' 54" 6' 9"
 11' 22' 26" 167' 3' 49" 72837 1' 26' 00" 8' 49" 2"
 13' 83' 35" 7
 165' 30" 31' 28" 2' 40' 55" - This
 5' 4' 25' 2' 29" 12 8' 29" Day
 170' 34 1/2 14' 32' 26" Comma
 in with
 Y. H. winds course E
 Everything 31 - Y. H. course E
 same sail wind same
 Bar. High saw. 7 fathoms
 7th light M. air from the Y. H.
 course E 1/2 N. all sail

Wednesday Sept 25th 1904

This day comes 1. 5-7.07 8.34
 in with calm 10.38 6.68.8
 day light 1. 46.39 9.16.39
 30. 2.3-4 6.68
 8. E. Hauling 1. 49.23 9.09.71
 to the S. E. Heading to the N. E.
 Noon Lat. 45° 13' wind and
 rather the same heading the
 same 1. 50 saw S. H. to the S. E.
 going to the windward S. E. quick
 2 1/2 miles away 3rd Tom. whale
 on weather beam 3 1/2 miles
 away 4th Tom. set in thick and
 rainy full light sails heading
 E. N. E. Bar. falling 3.8
 1.2

Thursday Sept 29th

3. This day begins 2.20.29 11.6 5.8
 with S. E. Gale 2.20.29 11.6 5.8
 laying down 2.08.53 8.23.36 2.54
 Bar. 22.11.47 9.36.33
 heading to the E. 7th morning 9.28.9.1
 Hauled more to the S. thick fog
 and rain Bar. low and
 falling 8th Made sail steam
 E. 1/2 N. Noon under lower top sail
 and fore sail still thick and
 rainy 8th gale from the S. H.
 clearing the same Big sea on
 and Bar. still falling 7th Tom.
 laying down under lower stay sail
 heading E. S. E. Haze came
 8th heading S. 7th Bar.
 rising fast and wind
 from N. H. blowing hard

304 2⁰⁴ Pm Friday Sept: 20th 1904

1'33'17	-34'05	2'43'49 =	3-8
43'43	10	11'36	3-2
2'17'02	34'18	2'32'13	11'6
13'28'88	45'19	2'3-4	38
11'41'46	92'35	92'35'07	60/698
15-	172'12	9'56'0	11-36
165-	86'06	9'48'69	81
10	34'18	115-293	7326
175-	51'48	3'83'26	
		4'89'53	
		5'88'13	
		2-08-07	
		12	
		9'49	
		13'58'88	

this day comes

in with 7th gale laying to under
 Van Poles. carried away. Barin on P.B.B.
 Shipped water all night washed away
 some of the Bufrworks 9th set lower
 top sails and fore sail course E 1/2 N.
 Iron steered down to Mophaali 7th
 gale Big sea course the same
 Pump the fuel sometimes. Three in a
 match 7th Pm. Had top sail on the
 course E 1/2 North

305 2⁰⁴ Saturday Oct 1st 1904

1'24'24	=83'24	this	3'07'08
43'48	10	day	11'36
2'08'12	33'34	Begins	2'08'32
14'05'37	44'41		10'13'40
11'3'7	25-		7'21'8
15-	92'58		10'08'19
165-	171'13		
14	85'36		
179-2 1/2	33'84		
	5-2'02		
	8'9'30		
	34		
	2-13-45		
	12		
	10'08		
	14'08'37		

with strong 7th winds course
 E 1/2 N. Royal fuelled Everything else
 set to draw. Never mind from
 the 7th gun the same Big sea on
 Bar. falling slowly Repaired aged damage
 3rd Pm. around Mediating fast
 8th Pm. Had the under lower top sails
 mind from the S.E. with rain

E. Long de

139

306 Sunday Oct-2nd 1901
 this day Begins with 3 30 20 = 7 59
 E Gale on Star tack 3 11 36 7 10 11
 heading to the NE 90 2 54 10 34 49
 under down 93 21 43 10 27 39

top sails and stay sails thick and
 rainy noon wind to the N. E
 round heading
 to the S. E. set fore sail cleared
 away 1st Port Course E 1/2 N.
 round from the N. set top sails
 and tack ed to the N. E
 heading E. S. E. Bar. High
 and Rainy Ship Making
 lots of water Pump out
 for a watch in bad
 weather W. Long de

307 Sunday Oct-2nd
 1 9 45 = 32 19 148 38 3 30 25
 43 51 10 11 36
 20 3 36 32 29 3 90 260 3 42 01 10 34 49
 0 8 53 44 43 3 90 197 90 2 54 7 10
 1 5 4 43 93 39 4 90 197 93 39 07 10 41 59
 170 5-18 9 5-3 83 93 39 07 10 41 59

3 30 25 - 2 19 35 - this day comes
 10 42 in with light
 32 29 2 08 53
 5 2 56
 7 E. winds Course
 1/2 N. heading E S E Mast Head
 Mand came all Pound - Sail
 Big swell. Bar. High noon light
 and from the N. E. heading
 the same 3rd Port.

Port. Tassid from
 E to W Long de
 making this day
 the 2nd chunky gung
 one day
 2 03 36
 4 08 33
 12 05 17
 15 60 1/4
 180 15 1/4 40 3/4
 1 4 1/4 40 3/4
 171-19 1/4

24

308 = 307 PM Monday Oct-30

201-37-26.07	43.54	16	3.53.40	5.58	5
124.45.43-26.17	44.16	9	11.36	11.6	11.7
8.55.07	94.102	9	2.54	6.96	2
11.3.0	38	167.32	94.02.22	11.13	773
19.3	30 1/2	82.16	0.14466	3.06.07	6.97.3
12	26.17	0.100108	11.46	10.53.26	
5-5-13-9	4.12892	2.3-3-07		6.97	
	4.91849			11.00.23	
177-39 1/2		9.19313-	14.55-07		
	14.45.45-		2.45.45		
	2.55.07		12.09.22		
	11.50.38				

This day

Begin

Light

13-
165-30 1/2
12
177-39 1/2

N.E. wind
Heading
E & S & all
Dundee

Noon. Squally
winds. Heading from
E by S. to E light sail
fuffled. 3 E. from squally
big swell from a head
Bar falling lower. Shark &
fin backs. Ducks &
Heading by the wind &
7th ship N. E. wind
cannon E 1/2 N. light sails
fuffled Big head
swell Bar. falling
glowly ship taking
like the Deck and
Millions of rats

209 Tuesday Oct: 4th 1904
 This day Begins with
 N. N. E. gale heading
 to the E. 7th fuled
 down main top
 sail blowing hard from the
 N. Bar falling squally rainy and
 big running from heavy blow.
 Laying on. Port. took bar still falling
 2nd m. wind inclined to haul to the
 N. and st. some Bar stopped falling
 7th still blowing from the N.
 an awful sea on Bar falling a
 little rain squalls.

4	16	33	760
11	36		6840
4	28	29	
90	2	54	1111.68
94	2	33	6.84
			1118.52

310 Wednesday Oct: 5th
 This day comes
 in with N. gale
 laying under
 Bar Poles heading to the E. N. E.
 Heavy rain squalls all day
 from wind hauled 2 Port.
 to the N. N. E. awful sea
 ship making lots of water Pump
 train a watch with Edison
 Pumps 1 gallon to the Shore
 each Pump 3rd m. Bar. Rising
 slowly heading about N. E.
 7th m. Bar. Rising slowly
 laying under bar poles
 shed this Passage across

4	40	02	743
11	36		6703
4	3	138	
90	2	54	1129.74
94	4	844	670
			1136.44

31/ Thursday Oct. - 6th 1844

This day comes in with strong N.W. gale comes E by N under lower tops sails and stay sail rainy and squally at Anis Bar. Rising slowly from wind moderating down some. Recast at 4 3rd 10m Had fore sail on Her. course the same Bar. fixed at 30° getting warmer subject to a change ship work ing bad all over and Her top work & leaks bad 7th 10m. Better weather sea going down 2nd

5-03-08 = 728
11-36 63-52

5-14-44
96 2-3-4 11-47-4
95-11-3-0 6-5-3

11-53-9

31/2 Friday Oct 7th 711

1-18-29 = 29-13
2-44-07
14-02-36
2-32-50
11-29-46
13-
163-15-
7-11-1/2
172-26-1/2

29-23
42-03
95-35
16-7-01
83-30
29-23
3-4-07

This day
11-29-27
1-20-207
4-05-386
4-90-860
9-09-380

5-26-10 = 63-99
11-36
5-37-46
96 2-3-4 12-07-6
95-34-5-2 6-3-9
2-45-01 12-1-08
12-11
2-32-50

Begin

7th winds come E by N all sail from wind Hauled to the N course E by N 1/2 N all sail set - Nice weather Bar. High Plenty birds rain squalls come E by N 1/2 9 Royal in 11th Main top gallant sail in m. winds good breeze

313 1st ^{1/2} Pm Saturday Oct-5th 1907

12 30 26 = 33 12	12859	5 49 08 =	57 32
44 16	10	10 27	57 257
13 14 34	33 223 88 161	5 59 35	627 694
2 40 10	41 374 898 16	2 51	10 27 8
11 14 26	95 378 910 65	5 644	5 55 2
15	171 16		
6 3 30	85 38	2 12 37	95
6 3 6 1/2	33 22	12 27	
68 36 1/2	3 2 16	2 00 10	

Comes in strong N. W. winds
 Course E by 1/2 N. light sails
 Puled. 9th Top Gallant sail on Her 7th from
 strong N. W. winds Big sea High Bar.
 2nd Puled top Gallant sail N. W. gale
 Course the same 7th Pm running
 under lower top sail and fore sail
 Course E 1/2 N. Hill of a sea running
 Bar. High.

314 2nd ^{1/2} Pm Sunday Oct-9th 675

1 07 24 = 25 50	12454	6 12 02	54 00
2 44 14	10	10 27	
13 38	26 00	4 18 245	6 22 39
5 42 22	41 21	49 1772	90 2 51
5 7 16	96 20	9 19 737	96 19 38
	163 41	3 07 05	12 37 98
0 13	81 50	12 43	12 43 38
4 4	26 00	2 54 22	
64-19	3 5 50		

This day Begins
 with strong N. W. winds coming
 by N 1/2 N. 7th at 11th Pm in main Big sea
 upper fore top sail and gill 11th Main
 sail & Butte another 11th Head Bar
 falling a little 3rd Pm Course
 E by N 1/2 N. Main top Gallant
 sail on Her. Shifting large body's
 of water at times Enthusiastic
 after Cabin Giving Out Ship is
 working very Bad must be repaired
 in Port on - Condemned
 7th Pm on in breeze from N. W. N. W.
 Course the same Big sea Bar.
 falling a little

313-2 $\frac{2}{11}$ Monday Oct 10th 1904
 12'21'11" = 30'00" 12310 6'34'51"
 44'17" 10 10'27" 57' 57'
 13'03'28" 30'10" 4101923 6'45'18" 10'27" 2-3
 2 24'01" 41'08" 490704 90 2'51" 628 2-3
 10 41'27" 96'42" 490704 96'42'27" 5247
 13- 168 00 9'05-235- 12'53'97
 15-0 13- 84'00" 2-37'10" 534
 10 6 3/4 31'10" 12'3-9 12'5-9'21
 160-213/4 5-3 5-0 2 24'01" day

Begins with strong S.W. wind
 Course E by N. $\frac{1}{2}$ N. all sail to draw
 from. Juled. light sail course
 Breeze down to a moderate gale
 3rd Bar. falling. Big sea on
 Pumping the Pacific Ocean out
 of the old ship. Leaking bad.
 4th Bar. coming E by E under lower
 top sails and four sail Rain squalls.
 and Bar. falling 10th Cayan to in
 Star. Back heading to the S. Heavy gale
 from the N. Bar. low. and falling
 316 Tuesday Oct. 11th 682

This day Begins with 6'37'34" 5896
 7th H. gale on Star 10'27"
 Back heading to 96'08'01" 13'09'30
 the S & W under 97'05'11" 5'02
 Storm stay sail Heavy 13'14'59
 Rain squalls at times 18th
 Rising slowly from wind and
 weather the same. Bad sea
 4th 3rd Bar. up for good
 weather. good whale ground
 along Hae. weather getting
 better all the time 9th course
 E. N. E under lower top sails
 with 7th H. winds

317 253 Wednesday Oct: 12th 1904

12 32 14 = 25 26 This 7 20 12 =

44 23 10 16 30 28 2 48 7 27 40

3 16 37 25 36 day 10 16 30 28 2 48 7 27 40

2 5 3 5 1 40 27 97 28 16 3 31 11863 3-07 20 13 29 13 29 29

10 22 46 97 28 16 3 31 11863 3-07 20 13 29 13 29 29

50 30 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

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5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

5 11 1/2 25 36 415688 2 5 3 5 1 comes

319 Friday Oct 17th 1904

Lat: 41° 38' - N D.R. 8° 05' 09" 56
 Long: 148° 45' - W 9° 10' 10" 10
 This day comes in with 9° 14' 19" 576
 nice Horns course 98° 11' 31" 403.2
 E N E Everything set at Main 13° 33' 1" 40
 Noon round and rather 13° 31' 2"
 the same course the same
 3rd For Plenty of Birds and fish
 round set in thick and rainy
 Big small Bar. High for fine
 weather Big small on
 6th wind hauled to the N. in a
 squall. Juled light-sails 9°
 under lower top sails and fur-
 sail coming the same

320 8⁰² am Saturday Oct 18th 56

5-00-01 = 18.29	12004	8.27.28 =	13.60.10
12 44.33	10 48.5	9.20	9.20
17 44.34	18.39	428.319	36.48
8 10.48	40.40	493876	2.48
9 43.5-6	98.33	98.3400	14.06.7
13-	15-7 5-29	34684	3.8
133-43	78-56	8-14.5-9	14 1106
10-14	18.39	14.11	8.27.28 =
143-5-9	60.17	800.48	90 3.36
		2.22 am.	98 33.04

11-24-37 = 28-03 11 85-2 2-43-28 with
 44.33 28.13 100 487 14.11 light
 12 09.10 40.26 404713 2-29 17 7th. con
 2 29-1.2 98.344.9 5-38 Hauling to the
 9 39.3-3 167 139.68 5.92 7th. then 7th. con
 13- 83.36 E N E Everything set
 133-43 14 28.13 Noon light 7th. round
 144.5-8 14 53-23
 Caught Fish Big small from
 the 7th. Bar way off course
 E N E. 5th am light-sails from
 the 7th. course the same 7th For
 wind baffling But-Making
 Her course

Sunday Oct 16th

1904

This day comes in with light S. E. wind courses 5.49.39 = 53 53-
 E. N. E. at times then by 8.5-7.54 8.13 44.95 165
 The wind noon 96 2.45 3.31 245
 light sails in strong 98.5.5.09 3.18.6 14.19.75-
 S. S. E. winds overcast sky 14.23.93 3.18
 Coming on a gale Bar. Very High
 saw one of the Birds Hawk on
 cloth coming his neck flying
 during the day noon he was
 gone 12th fended upper
 from top sail 5³⁰ P.M. had her
 under lower top sails and staysails
 S. E. gale Bar. falling slowly quiet
 sea on 7th lower for top sail
 fended wind from the 58-
 322. Monday Oct 17th 507

322-14 = 25-07 9.11.43 = 3042
 44.39 10 8.15-
 2065-3 25-17 This 9.19.58 14.32.20
 2435-1 40.47 day 96 2.45 3.04
 2302 99.17 99.17.13 14.35.24
 165-21 12080 2-5-8-24 Begins
 82-40 10628 14.35-
 25.17 4.105-99 2.43 5.1 with
 40-45 1/2 4.925-46 light-
 57.239.13.83-3 4.7.00 winds

Course E. N. E. all sail noon wind
 from the S. E. course the same
 3 P.M. light air from the S. E.
 Bar. High Caught fish
 5 P.M. light S. winds Big swell
 from the S. E. Bar. High Course
 the S. 7th Breeze from S. E.

323 2⁰² PM Tuesday Oct-18th 1904

10 31 42 = 29 52 12167	9 33 39	482
11 16 24 30 02 91349	8 15	
2 05 08 40 55 91477	9 41 54	2892
9 11 16 99 39 95574	90 2 45	
17 0 36	99 39 09	14 44 07
85 18	This day	2 89
30 02	Comes	14 46 96
55 16	2 15 08	

in with Moderate

Strong winds comm E 1/2 E 10th Course
 E 1/2 N, all sail 1st thick fog comm
 E 1/2 N, Fog at times 3rd Log. 20
 Strong winds comm E 1/2 N
 Big swell from the N. B. Bar.
 High 8th Fog squall light
 Strong winds comm E 1/2 N

324 2²⁸ Wednesday Oct 19th

10 39 07 29 44	9 55 26	5 4
11 23 53 29 54	8 06	10 48 16
2 07 25 40 20	100 3 32	8 06 2
9 06 28 100 01	96 2 42	45 7 2
13 30	100 00 50	2 74 2
135 30	11788	14 55 38
136 37	100803 2 22 23	2 74
11 13 53	14 58	14 58 09
2 22 47	2 07 28	
8 51 06	2 37 45	
12 0	14 58	
	2 22 47	
	11 23 53	
	2 22 47	
	9 01 06	
	135 15 1/2	

day Begin with light-B.
 winds comm E 1/2 D all sail
 fog squalls at times Moon
 Every thing the same caught
 fish 3rd Every day very dry
 8th PM. Light air from the S-E
 Heading E 1/2 E fog squalls

3252⁵⁸ Thursday Oct 20th 1904
 10.37.45 - 24.40 This 10.17.04 = 42.58 6 60.16.2
 44.49 10 8.06 8.06 2.42
 42.34 24.50 Day 10 23.60 43.7 2.42
 43.36 40.03 Begins 40 2.42 2.59.2
 5.8 58 100.22 100 2 2 28 15.06.03
 163.13- 116.06 2.58.45- 2.59
 82.37 100.732 15.09 15.08.62
 24.50 4.10.893 2 43.36 Light E
 3-7 47 4.92.739 913990

The S. S. Ecuador all sail for
 equal. From wind and the
 same Bar. falling slowly
 3rd From wind Hauled Mary
 to the N E heading from S E
 to E S E. 7th Pm. mild and
 weather the same

326, 2³⁷ Pm Friday Oct 21st
 10.37.21 = 27.20 111.301 10.38.34 = 4.15-
 44.52 16 100.701 8.06 24.30
 2.13 27.30 39.34 40.26 39 10.46.40.
 24.29 100.44 92.060 2.42 13.16.08
 3-7 44 167.489.06701 90 10.43.58 2.43
 83.54 2.39.47 13.18 This 13.18.51
 27.30 5.6.24 2.24.29 day Begins

with light air from the N. for
 equal. From almost calm
 Bar. falling slowly Course E by N
 long thing bet - 3rd From light
 11.00 miles course the same
 E by N. latter part of day light
 air from the N. calm for
 E by N under all sail Bar
 rising for N. or was fine
 with but for equal round

327, 2⁴⁷ PM Saturday Oct 22⁰⁰ 04
 10'45'43 = 25'17 this 10'59'54
 44'3-5- 10 day 7'57 w 47 75
 11 30 38 25-27 Begins 0'75-1 7'07
 2 39'46 39'03 with 90 2'39 377
 8 50 52 165'35- Right 107'05-12 2'26
 14- 82'47 10980 15'25'47
 120 30 25'27 7 & 2'26
 12 13 10980 13'27 7
 132'43 5-7 20 Drind 80946
 Hauling to 4'09907 2-5-5-14
 4'92522 15'28

The N. E. at 9'1435-5-2 39 46
 Tides heading from E to E S. E
 Moon on mid and the the
 The same 3 - Moon runs
 from the N. E. heading E. S. E
 all sail Bar. High 8' 1/2
 Royal and gun top Gallant sail
 heading from E by S to E S. E 349

328 = 3³⁴ PM Sunday Oct 23⁰⁰ 04
 11'25-10-17'55 11'21'04 = 209'4
 44'5-8 10 this 7'57
 12'10'06 18'08 Day 11 29 01
 2 29'44 37'5-9 91 2'39 15'34
 8 40 24 101'26 107'56'22 2'44
 13- 13-7 33 10940 13'36'3
 120 78'46 = 3'43-20
 10-9 18'08 15'36
 130-06 60'38 2'29 344

Corn in with 9'34797 Strong
 N. E. winds heading E Royal
 12-10-05 77 Gallant 10387 3-43-3
 3 25-01 Sail full 10878 13-36
 8 42 47 Moon Strong 4'28960 3'28 0
 12 10 30 3/4 9'34134 heading
 10- 130-31 3/4 The same 4 - PM Big
 all coming from the N. E. 10
 Falling slowly 8 - from Moon
 from the N. heading from
 E N. E to E and all
 Prudent Sail
 Moon changes to Night

$329 \frac{36}{11}$ Monday Oct 24th 1901
 $11'16'51 = 27'28$
 $45'02$
 $2'01'53$
 $2'27'09$
 $34'44$
 $101'47$
 $166'39$
 $83'29$
 $27'38$
 $5-5-51$
 $11'42'04 =$
 $7'78$
 $11'49'52$
 90
 $101'47'16$
 $11'49'22$
 $109'23$
 $4'83-497$
 $4'91'781$
 $9'08293$
 $5-2$
 $5-2$
 $60'468$
 $7-48$
 $115'42'24$
 $1'92$
 $15'44'16$
 $2-42-53$
 $15-44$
 $2'27'09$
 This day

Light. W. winds come E. N. E
 noon breeze from N. & N. corner
 N. E. by E $\frac{1}{2}$ E all sail set
 N. N. winds come the same
 E. from corner N. E. by E everything
 set - wind from the N. & N.

Tuesday Oct. 25th
 This day. Begins 12'02'83
 with light rays
 from the N. W.
 corner N. E. by E
 from dead calm.

Overcast sky Lat. 27'25
 2 Miles South of Tortueons
 the light rain E. by N.
 2 Miles away or more
 3 100 light airs from
 the N. corner the same
 spring from ship still
 leaking bad but not
 so bad in light weather
 but leaks like hell
 in rough weather
 8 E. corner N. E. close. Hauled
 with light N. N. W. winds
 Ship leaking like hell
 Land to the S. 200 miles away

331, 1⁵⁶ Wednesday Oct-26th 07

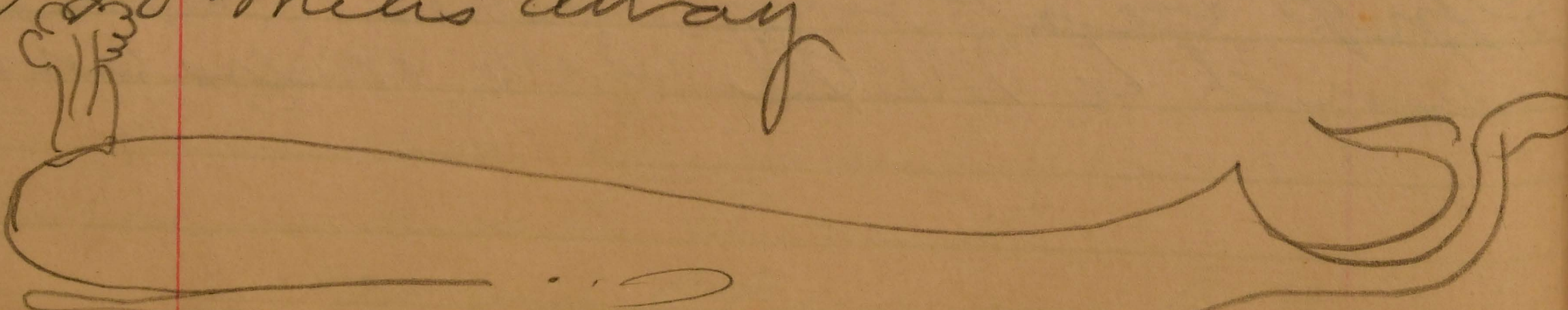
9-28-12 = 32-02	10044	12-23-31 =	37
45-08	10	6-48	6-48
10-13-20	32-12	8-34-30	6-48
1-48-05	37-29	41-90-22	37
8-25-12	102-28	8-85-43-2	102-27-46
15-	172-09	-2-04-05-	2-30
120-15-	86-04	13-57	2-41
6-3	32-12	1-48-08	1-10
126-18	53-5-2		1-10

This day Begins with light airs from the N. heading to the E. & E. Royal. Good rain and weather the same course N. E. by E if she will head so. 30th Port light airs from N. heading E & E Bar. High and falling slowly. Humpbacks round 8th Port. Course N. E. by E closed. Hauled.

332 1⁵⁶ Thursday Oct-27th 07

9-18-45 = 32-20	10073	12-43-57 =	37
45-11	10	6-48	6-48
10-03-56	32-30	3-79-88	6-48
1-42-25-	37-32	49-07-50	37
8-21-31	102-48	8-81-50-4	102-48-12
15-	172-50	1-8-8-28	16-12-09
120-15-	86-23-	16-03	1-10
3-7-3/4	32-30	1-42-25-	16-03-24
125-22 3/4	53-5-5-		

This day Begins with light airs from the N. Course N. E. by E. Everything set. Good light-airs from the N. W. course the same 2nd 1st m. Sail on Port beam. Sunset. Large S. W. passed round to the S. W. slowly. Fancylous weathering E 1/2 True 1/2 Point variation from 100 miles away.

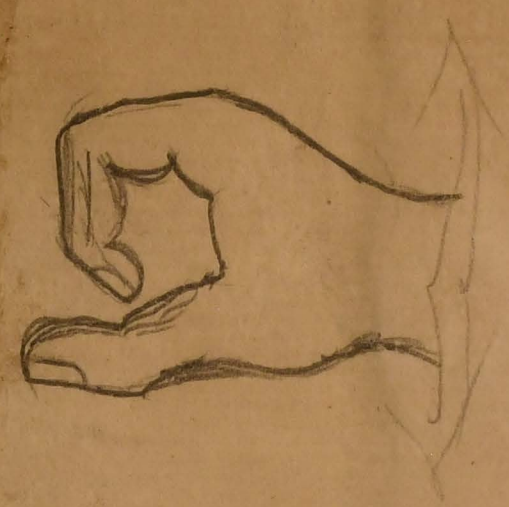
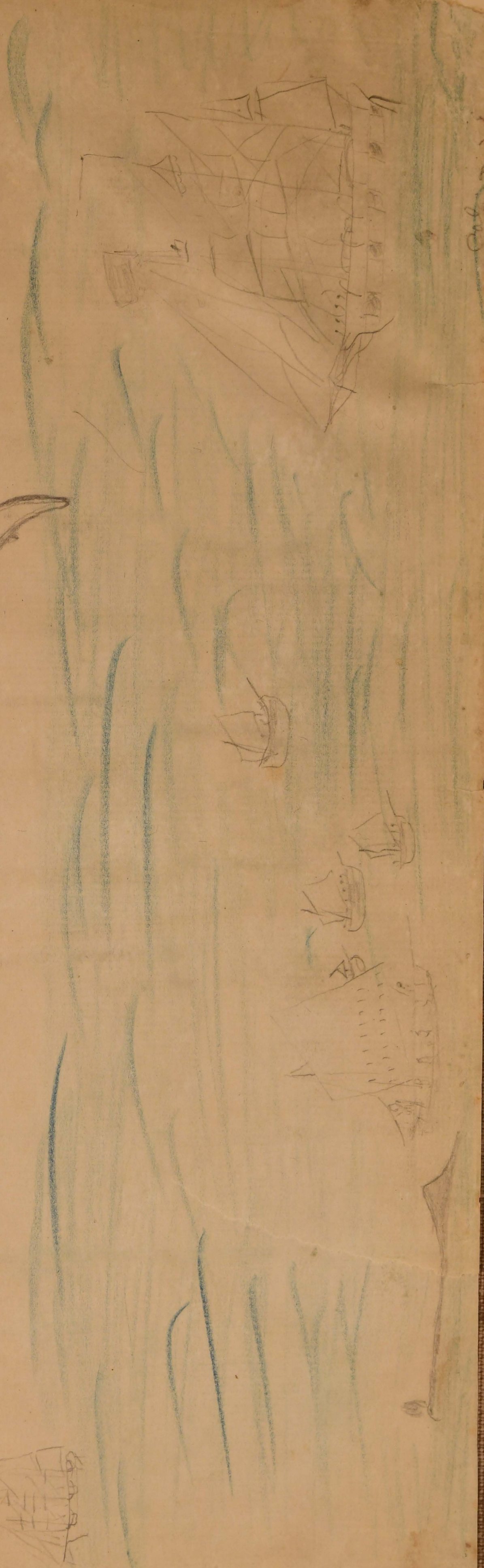


3 3 3. 2nd Port Friday Oct - 28th 1904

9'22'37 = 31'03 -	13'04'12	58	58
45'14	6'44	6'44	2-30
0'07'31	31'13	6'44	
50'15 -	37'36	19'6	
17'36	103'00	16'17'22	
	171'39	96	
20 13 -	85'39	16'08'18	
4'9	31'13 - 3'845'39	2-06'23	
124-24	5-4'44	16'08	
	8'86996	2-50'13	

This day
 Begins with light air from
 the 7th corner N.E. by E all sail
 down. Same Green Weather
 3rd Port light. N.E. corner down
 The same 4 mast Schooner
 to the S. & E. bound to the 7. 7th Nic
 buoy from the 7. 10th Port.
 Made the light Point Reyes
 and Fanelions 1st A.M. Steady
 for Fanelions light.
 with light. N.E. corner
 6th A.M. spoke two boat wanted
 too to tow me in Passed by Fanelions
 light House heading for the
 Heads. 8th A.M. took King Dauntless
 for 80 bound to Fanelions for weather
 and all well Anchor at 12³⁰ P.M.

Vol. 3. 11.



A.H.



